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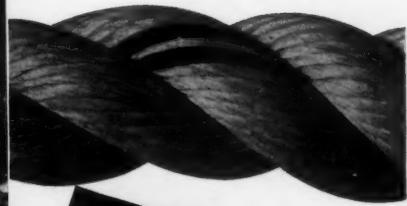
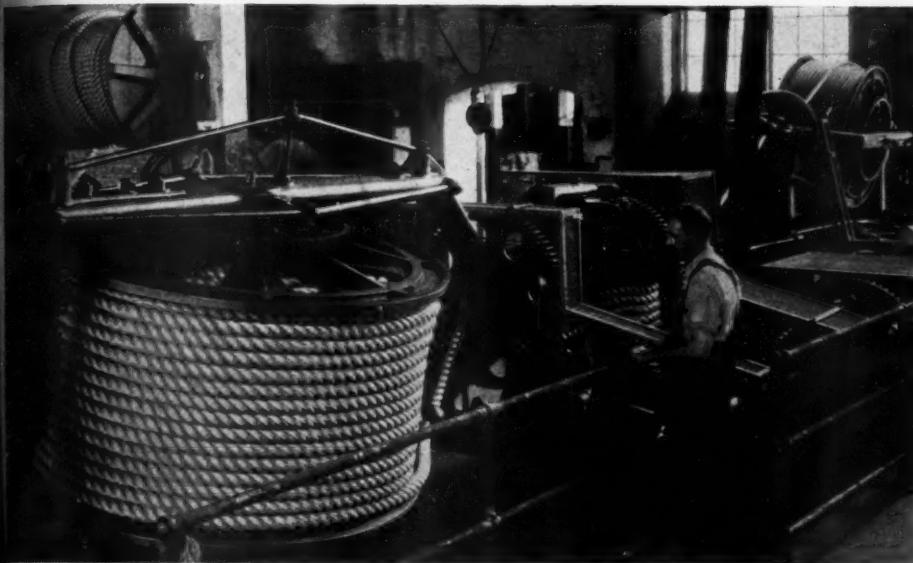
ATLANTIC FISHERMAN

Registered U. S. Patent Office

VOL. XVII

JULY, 1936

NO. 6



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Controlled
every step of the way

Not just a rope...

but one that is **CORRECTLY "LAID"**

Identified by the
Red, White and
Blue surface
markers which
appear on all
sizes of $\frac{3}{4}$ inch
diameter and
larger.

With watch-like precision these special machines in the Columbian mills draw the strands from large reels and "lay" them into the finished Rope. The equal pull on each strand assures uniformity—greater strength—longer life. It avoids the cut-in strands which shorten the life of rope made by less accurate methods.

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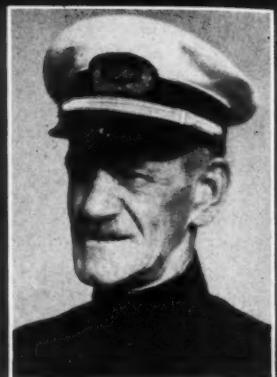
COLUMBIAN TAPE MARKED PURE MANILA ROPE

Boston Office and Warehouse

38 Commercial Wharf

LET'S GO FISHING

with Charlie and "Doc"



Upper left

Charles Freiburger, captain of the Effort II. (A man would not look like that with anything less satisfactory than a Cooper-Bessemer Diesel aboard).

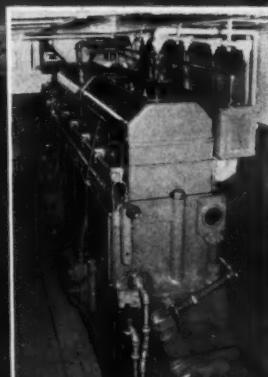
Upper right

"Doc" Jamison, chief engineer of the Effort II. (Any engineer can dress up and smile if he has a Cooper-Bessemer Diesel).

Lower right

The Cooper-Bessemer Type FP-6, 200 H. P. Diesel.

PARTY fishermen flock to Sheepshead Bay — eager to get aboard "EFFORT II." They've learned she has plenty of power to get out in a hurry to where the fish are, and to bring the gang home safely in any kind of weather. Charlie and "Doc" did a "smart thing" when they repowered her, over a year ago, with a Cooper-Bessemer Diesel. They both will tell YOU they've never seen such convenience, reliability, economy!



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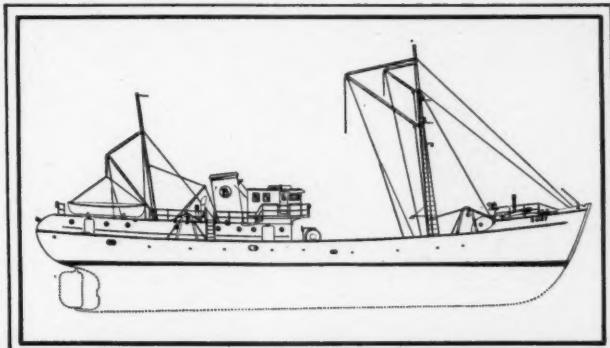
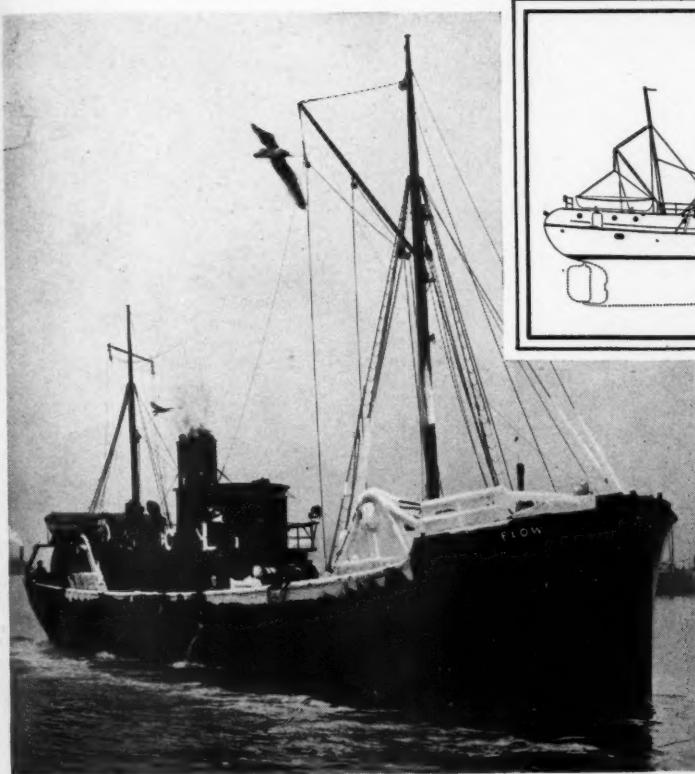
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Profile drawing of one of the new streamlined vessels.

The "Flow," forerunner of the new super-trawlers, has been equipped with an Exide-Ironclad Marine Battery since 1929.



Bay State Fishing Company builds THREE SUPER-TRAWLERS EQUIPPED WITH EXIDE-IRONCLAD MARINE BATTERIES

SINCE 1929, the trawlers "Ebb" and "Flow" of the Bay State Fishing Company have been the pride of the North Atlantic fishing fleet. Now come three super-trawlers built for the same company by the Bath Iron Works.

The largest and most powerful trawlers in the country—Diesel driven—streamlined—promising longer fishing in bad weather, greater comfort for the men, quicker runs to market—these vessels embody a host of startling improvements.

They have been called "floating electric power plants," for in addition to radio telegraph transmitter and the usual electrical auxiliaries, they have fathometer, spherical compass, electric refrigerators

in the galleys and similar new equipment.

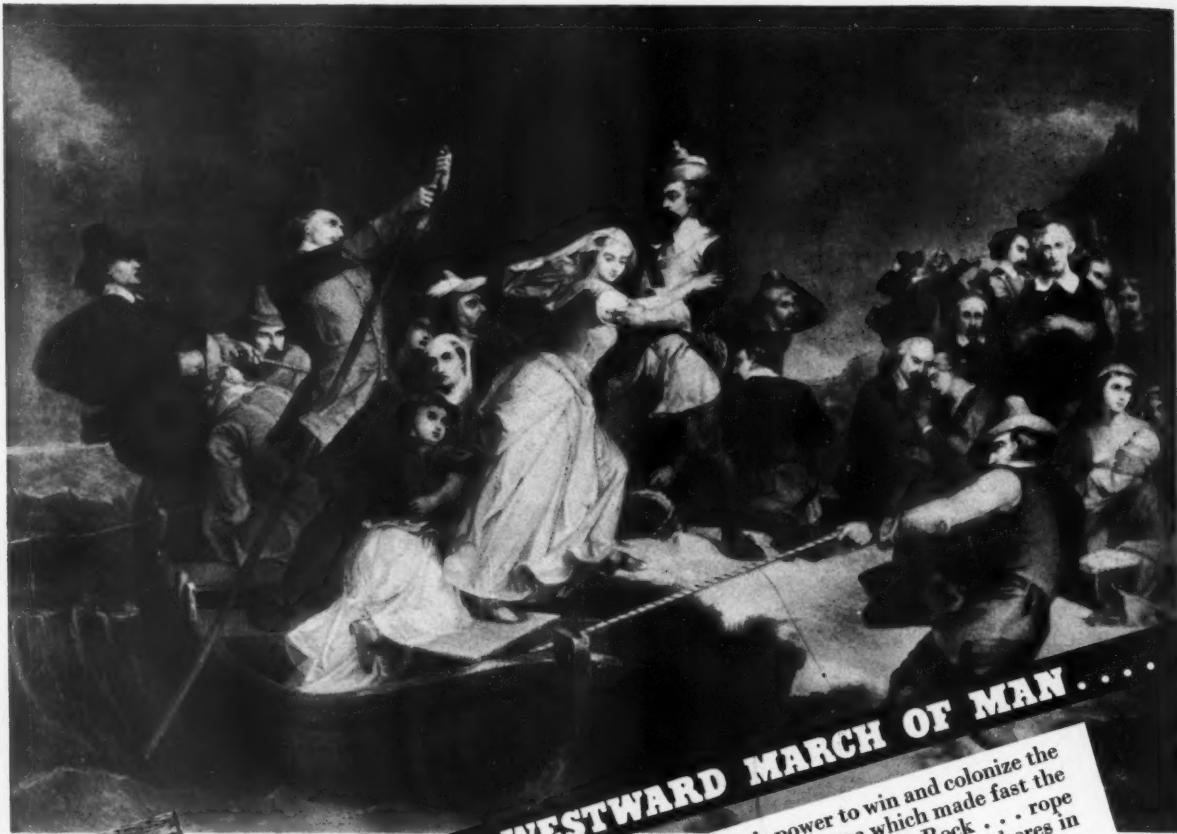
Following seven years' experience with an Exide-Ironclad Marine Battery on the "Flow," this type of battery has again been chosen for the new boats. Three 56-cell Exide-Ironclads, with capacities of 319 ampere hours at the 8-hour rate, and operating with the Exide Marine Floating Battery System, will ably care for the important battery functions aboard these highly electrified super-trawlers.

Not only have Exides proved their dependability for years in every kind of fishing craft, but their long life and economy have cut costs for owners everywhere. Why not play safe and save money by shipping Exides from now on?

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia

The World's Largest Manufacturers of Storage Batteries for Every Purpose

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LEADING THE WESTWARD MARCH OF MAN . . .



For over a century, fishermen have relied on Plymouth Ship Brand Manila Rope to safeguard operations and to lower gear and rigging costs.



The uniform, CONTROLLED quality of Plymouth Manila Rope is the reason for its greater strength, dependability, ease of handling, economical service.



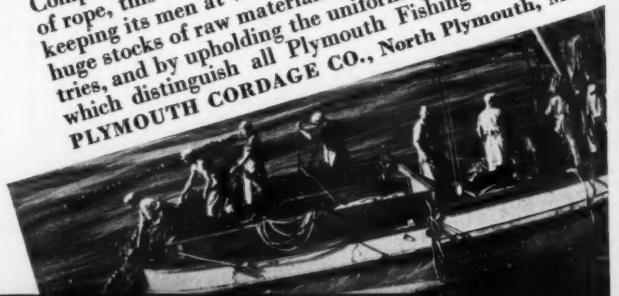
Repeated wetting and drying—severe strain and flexing—work aboard a fishing boat tests rope to the limit . . . but Plymouth Manila Rope meets every test.

• Historic symbol of man's power to win and colonize the western world is that strand of rope which made fast the Mayflower's landing boat to Plymouth Rock which made fast the hands of the Pilgrims.

Here, in 1824, the Plymouth Cordage Company was established to provide rigging for the fishing fleet that originally put forth from Plymouth. From the very beginning, the quality of Plymouth Ship Brand Manila Rope has earned preference for gear and rigging on fishing craft whose owners realize the true economy of using highest quality rope.

Skill and pride of calling have been passed down from those early ropemakers to their descendants, many of whom are today employed by the Plymouth Cordage Company. To all our workers, to the trade, to all users of rope, this company fulfills the duties of leadership by keeping its men at work year after year, by maintaining huge stocks of raw materials brought from distant countries, and by upholding the uniform quality and service which distinguish all Plymouth Fishing Ropes . . .

PLYMOUTH CORDAGE CO., North Plymouth, Mass.



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*the rope
you can TRUST*

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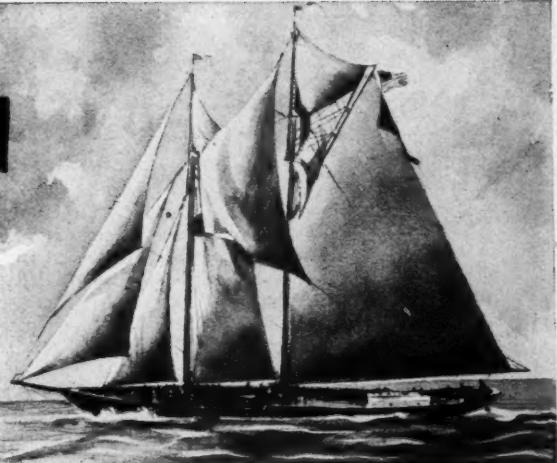
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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



VOL. XVII

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NO. 6

“Eat, Drink and Be Wary”

F. J. SCHLINK, President of Consumers Research, and co-author of “100,000,000 Guinea Pigs”, had an idea. He would grab a hammer in each hand, swing lustily upon the food industry, survey the demolished fragments with satisfaction—and write a book about it.

The result is “Eat, Drink and Be Wary”, a diatribe against virtually every kind of food eaten or drunk by the human inhabitants of the United States. Although bakers, dairies, fruit growers, canners, scientists, dietitians, women’s magazines and others bear the brunt of the attack, the fishing industry gets quite a number of mentions, some thirty-odd.

We read, for example, about the salvaging process whereby condemned canned salmon is made available for consumers; of the arsenic content of fish, scallops, lobsters, crabs; the toxicity of cod-liver oil; the adulteration of canned sardines; the danger of eating any fish whose pedigree is not known to the consumer, and a good many other things.

Not all mentions of the products of the fisheries are unfavorable, it is true, but few readers will remember the statement that fish is easily and quickly digested in the face of such “information” as the following:

“The native spearing a fish and eating it raw has a wholesome food. But the American who buys a food fish in a Camden market buys a very dead fish, almost certainly a badly spoiled fish, quite likely a worm-infested and bacteria-laden fish.” (Camden, of course, is used only as an example of all cities.)

Or witness this: “Fish are better eaten only in limited amounts, unless one has been in close contact with the process by which they became available. Much fish which passes freely into interstate commerce would lack a buyer if it were subject to inspection by the ultimate consumer on the wharves.”

Wholesalers and retailers will be glad to know they are in a very lucrative business. Mr. Schlink very gravely states that mackerel have been known to go begging at 1c a pound at Boston Fish Pier only to turn up in city markets a few days later at 42c a pound.

We leave to others the author’s denunciation of the alleged mispractices of packers of meat, vegetables, and the like; our concern is his reference to fishery products.

His statement that fish are taken from grossly polluted waters is manifestly untrue, for the simple reason that fish are unable to live in such water.

As for the charge that a fish purchased in Camden (or any other city) is a dead fish, obviously that is correct. So is meat dead, for that matter. However, when Mr. Schlink says that a dead fish is “almost certainly a badly spoiled fish”, he makes a sweeping charge wholly unsupported by even a scrap of evidence. No product betrays its condition more patently than fish which, when “badly spoiled” has an odor that in itself makes it unsaleable.

As for bacteria, technically speaking, any object not rendered absolutely sterile and kept in that condition has some bacteria, for the very air we breathe contains bacteria, though not necessarily harmful ones.

The statement that shrimp, scallops, lobsters, and certain other shellfish contain copper and other elements, is perfectly true. A clear distinction should be made, however, between the presence of these in their natural form, and metallic compounds added by man, as in the case of sprayed fruit, as a poison for insects, fungi, etc. We lay no claim to a thorough knowledge of toxicology, but it appears to us that the presence of arsenic in the urine after a meal of lobsters (a case pointed out by Mr. Schlink) indicates that the arsenic is not retained in the system, but is discarded. The author apparently has no data which would show that these elements, which Nature herself put in such seafoods, are at all toxic to humans.

The reader may well ask, “Why give his book any publicity, even adverse publicity?” The answer is that Mr. Schlink’s organization—Consumers Research—has a large following, and it is assumed that most of his followers will accept every statement in “Eat, Drink and Be Wary” as gospel truth and do no investigating or thinking of their own. The fishing industry should at least be aware of this bitter attack on it.

For those who are more inclined than Mr. Schlink to believe in the integrity of food scientists, the book will be of little interest. His attack on distinguished scientists of Johns Hopkins, Yale, and other institutions of similar calibre is so utterly caustic and sarcastic that the unbiased reader will probably suspect that Mr. Schlink writes as he does to satisfy some personal grudge. His own bitterness defeats his purpose.

Patronage Depends on Cleanliness

The Importance of Display

THE purpose of a window display is to first attract the eyes and second to sell the merchandise. In order to do these two things, an attractive well set up window display is necessary. Anything that hinges on dirt or mess will instantly react unfavorably on the consumer. Consequently, neatness and cleanliness are two of the first requisites. Furthermore, an attractive window and an unkept store will not react favorably. The motto "Cleanliness is next to Godliness" could very well be expounded by the retailer as "Cleanliness is next to consumer patronage".

Consumer patronage is of such vital importance to producers and distributors that many wholesale dealers are conducting a campaign of education among retailers of fish. As a basis for their educational work they are using the ideas and suggestions embodied in the courses which were given in the Massachusetts Retailers School conducted by the Department of Agriculture.

Following are some interesting observations which are of interest to the entire industry from a merchandising standpoint.

The Window

It is absolutely necessary to have the window spotlessly clean. If there is any metal or tile in the window, it should be kept clean and polished. Signs on the glass itself do not attract as much attention as small neat signs displayed on the products in the window.

The Display

1. A large quantity of any one variety of fish displayed in the window does not sell the other varieties of fish in your store. Furthermore, if the consumer does not care for the particular variety of fish displayed, in all probability she will not go into the store to buy any fish.

2. It is recommended that when fish are displayed in the window that a few of each variety of fish for sale in the store will be placed in the window.

3. Prior to displaying,

- a. Clean window.
- b. Be sure window drains are absolutely clear.
- c. Ice sufficiently to give a body to the display. Finely crushed ice well packed will provide the best results.
- d. An even spread of salt over the ice will aid considerably in holding the ice from melting.

4. Dampen vegetable parchment or some similar paper in water and place over the ice. By doing this you will aid greatly in preserving the color of the fish on the side next to the ice and in part, prevent the fish from being exposed to extreme cold on one side and moderate cold on the other.

5. In order to place an attractive glass on the round fish on display, dip fish in a pail of salt and water. A handful of salt to a pail of water will do. By adding any more salt, an additional glass is not attained and a too strong a solution will not benefit the taste of the fish.

6. Be sure that all sounds are removed from the fish and the product is absolutely clean. A bloody or messy fish is not attractive to the eye.

7. Color should accompany the display of fish. Only a few varieties of fish lend color to a display, such as boiled lobsters, fresh mackerel, smelt, salmon and red fish. In order to supply the necessary color, the following are recommended: fern, parsley, and spinach. This green must be fresh, otherwise it is better not to have any in the window. Be sparing with the use of greens, a little will go a long way.

8. As a general rule have the larger fish in the center and near the back of the display, that is, large cod, halibut, etc.

9. Symmetrical designs with round fish are always attractive. Flounders laid attractively heads on heads, forming a star are always good side pieces.

10. A suggestion found to be very useful is to display two or three round fish and then in front of these round fish display the prepared product for the consumer with appropriate sign. For example:

Haddock Round	Dabs or Black Backs
Haddock for baking	for pan frying
Haddock for fillet	for fillets
Haddock for chowder	

11. Do not have one variety of fish actually sliding into another variety of fish. Be sure there is some division made between each variety preferably with greening of some kind.

12. Whenever possible, display odd varieties of fish. They create a great deal of attention and instigate sales.

13. Fillets made up in one pound packages and wrapped in cellophane paper and placed on display tremendously appeal to the consumer.

Counter Display

The same general principles hold true in counter display as do in window display. Neatness and cleanliness is absolutely necessary in the counter display. For a great many years the consumer has associated a pungent odor and a messy product with fish. In spite of these two bad associations, fish has been sold to the consumer. On the other hand it is not hard to imagine the increase in volume of fish products that could be maintained only through a bit of actual merchandising on the part of the retailer.

One of the mediums of separating the consumer from the adverse associations he already has is a neat, appetizing counter display. In a great majority of stores today, the display case is the storage and selling medium for fish.

Maintain a display in the counter, enough so that the consumer will realize that you have certain varieties available. Use your bins or chests for storage. Fish keeps far better in a bin properly iced than it does in a counter. Many times it will be necessary to replace fish taken out of the counter display, but the fish replaced will at least be as good if not better than the last sold from the case.

- 1. Be sure glass and case itself is absolutely clean.
- 2. Ascertain whether or not the drains are clear and clean.
- 3. Pack ice in case solid. A slight sprinkling of salt will aid in keeping the ice longer.
- 4. All processed fish, such as, fillets, steaks, etc. should be placed in platters. Do not overcrowd the platters so that the products of one platter fall into the one beside it. Quantity display, unattractively set up, is not pleasing to the eye.
- 5. Maintain a representative supply of dressed round fish in the case. Do not make an attempt to see just how much fish can be piled in the case at once.
- 6. All small dressed fish such as smelts, butterfish, scup, small flounders, etc. may be displayed in platters.
- 7. Shucked shell fish should not be displayed in shipping containers. A small but deep vessel holding one-half or one gallon of shucked shell fish will suffice. Keep these vessels clean and full but not overflowing.
- 8. It is recommended that all plattered fish be placed in the middle of the case while round fish be placed on ends in the back.
- 9. Color plays an important part in counter display. The same articles may be used in the counter display as in the window.

"Mary Jane"

Launched at Rockland for Capt. Dan Mullins

By Alfred Elden

NEARLY 3000 persons witnessed the launching of the 90 ft. dragger *Mary Jane* on June 20th from the Snow shipyard at Rockland, Maine. The boat was christened by Miss Mary Jane Mullins, the boat's namesake, and the daughter of Capt. Dan. Mullins of New Bedford, owner of the craft.

The vessel is powered by a 250 hp., 5-cylinder direct-reversible Model 37 Fairbanks-Morse Diesel engine, equipped with a fresh water circulating cooling system. The boat is supplied with a 56 cell Exide, type LX-13-A battery. A Fairbanks-Morse controlled-voltage, reversible generator operates the auxiliaries and charges the battery.

Other equipment includes a Fairbanks-Morse compressor, Hyde propeller, Hathaway propeller shaft and stern bearing, Edson trawler type steering gear, Kinney clutch, and Marine Household range. The dragger is painted with Olson's paint.

Burnham & Morrill End Packing Season

On June 27 the *Boston College*, of the O'Hara fleet of otter trawlers, unloaded 200,000 pounds of groundfish at the Burnham & Morrill East Deering plant. This brought receipts to 4,300,000 pounds and ended the season. The first fare was brought in on April 17 by the *Holy Cross*, 170,000 pounds. This start was three weeks later than usual. Last year's total was 4,500,000 pounds and the best year was 1931 when nearly 7,000,000 pounds of fish were received. The fish received this season were mostly cod and haddock and made about 1,500,000 pounds of fish flakes which will be shipped to all parts of the country.

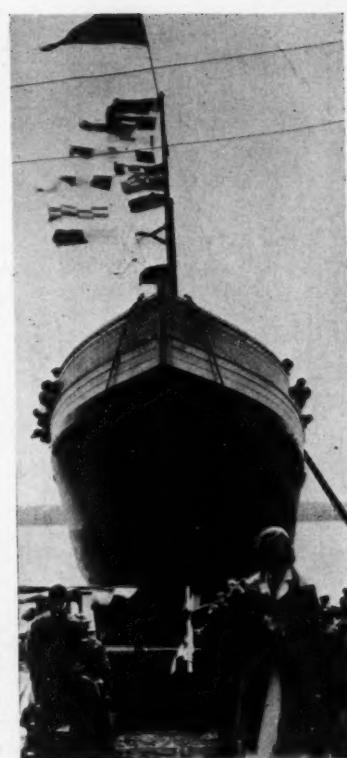
Maine Starts Buying Seed Lobsters

With a special appropriation made possible by Gov. Brann and the Executive Council, the Sea & Shore Fisheries Department started last month to buy seed lobsters from the fishermen at market prices. This work is in line with the Department's efforts to rebuild the fishing industry and will show very satisfying results. The "seeders" will be purchased, punched with a special State seal and then released. The seal will protect them against being caught and sold.

The buying of seed lobsters again brings up the important matter of a lobster rearing station. Similar projects have proven very successful in other States and several foreign countries. A detailed statement of the past, present and probable future of the Maine lobster industry is being pre-

sented in Washington and it is hoped that government officials can see the necessity of supplying at least a part of the funds required for a station.

A summary of the work that the Department is doing and the results that it hopes to achieve has been completed and is available to all who care for a copy. The platform adopted in the campaign is to: Supply more funds for the Sea and Shore Fisheries Department—Establish a lobster rearing station—Conduct a system of marine farming for clams—Provide for the propagation and conservation of scallops and ground fish—Encourage new capital and industry to utilize this great natural asset—Provide for the conservation and propagation of salmon, shad and all migratory fish—Promote the tuna fishing facilities for sportsmen and to—Properly exploit and develop the fisheries in general.



Miss Mary Jane Mullins before the christening of the "Mary Jane".

1935 Sardine Pack

Figures recently released by the Bureau of Fisheries place the pack of Maine sardines for 1935 at 1,626,240 cases valued at \$5,142,750. The canned fish pack of all kinds in Maine is valued at \$6,073,550 which places the state third among the states and territories in this industry, California and Alaska only outranking us. There are 22 sardine factories in operation in Maine and 23 in California.

Start Crab Packing Business

The Coffin Brothers, Henry, Paul and Gordon, of Mast Landing, South Freeport, have begun a crab packing business. They have converted an old building into a factory and have a crew at work.

First Swordfish Arrival

Captain Charles Dexter of the *Alice M. Doughty* landed at Boston June 23 the first real catch of swordfish for the Portland fleet. He had 50 fish which sold for 29 cents a pound stocking nearly \$2,500 or something like \$150 for each member of the crew. Other catches by the local fleet were small through June.

Native Mackerel Receipts

The first really good day's receipts of native mackerel at Portland in two years was reported June 16 when six small boats landed 25,000 pounds taken near Bailey Island and Small Point. They were taken in fish traps.

Sargentville

Guild's Wharf of Sargentville, Maine, which is under the management of Frederick B. Guild, has excellent landing facilities. The wharf is 150 feet long x 100 feet across the end and there is ample water for any type vessel at all tides, also two large landing floats, one 40 ft. and one 60 ft. long.

They also operate a store, located on the wharf, where they have a complete stock of marine hardware, rope, paint, and all boat supplies, such as ice, coal, wood, water, etc. They operate a sail loft and are dealers in Texaco products.



Bailing on the seiner "Njorth" with Columbian rope and Linen Thread net. Left to right: Capt. Ford Davis, Maurice Sykes, and Carl Hanna, of New Harbor; John Field, Jr., Fred Townsend and Manville Davis, of Monhegan.

New Process for Preserving and Coagulating Fish Adopted by Chesapeake Rendering Industry

PROMISE of a new era in the fish rendering industry comes with the announcement from Washington that licenses have been granted to the fish rendering industry of Chesapeake Bay for the use of a chemical process recently developed by L. T. Hopkinson, Fisheries Expert of the United States Tariff Commission. Arrangements have been made with E. I. DuPont deNemours & Company, Inc., to manufacture and distribute Aquacide, the chemical used.

Up to the present time, eight Virginia concerns, operating thirty vessels, have been licensed. These vessels produce about 150 million pounds of menhaden annually.

One of the companies in the Chesapeake Bay area has also contracted to use the process on herring waste produced from the large local salting industry. For handling the herring waste the company will preserve the material, and hold it until enough has accumulated to warrant operation of the reduction plant. Heretofore, as a result of the perishable nature of the waste, it has been necessary to put it through the reduction process immediately.

Fishing Range Extended

Adoption of the process makes it possible for the fishing vessels to remain at sea as long as desired in contrast with the necessity formerly of returning immediately to the factory to avoid spoilage of the catch. The process is of particular value in the menhaden fishery because of the great distances between fishing grounds and the rendering plants. It also means a substantial extension of fishing time and saving of fuel. In the menhaden fishery a full load is rarely obtained in one day of fishing, it being necessary during part of the season for the vessel to remain at sea for a week before filling the fish hold. During the past season the saving on fuel alone more than paid for the preservative used.

Volatile Preservative Used

The preserving chemical used has been developed as a result of years of laboratory experiments directed toward the needs of the reduction industry for an effective low-cost chemical capable of being used without changing existing plant equipment and processes. These requirements have been met by the use of Aquacide, a chemical having a boiling point substantially below the temperatures used in fish rendering, all the Aquacide being removed in the regular cooking and drying operations. During the past season the cost of the preservative averaged less than 35c per ton of fish preserved.

Stabilizing Effect on Plant Operation

With the general adoption of the process on all menhaden vessels the plant operation will be leveled out in contrast with the former necessity of adjusting plant operation to the wide variations in supply of the perishable raw material. In the past it has not been uncommon for a factory to remain idle for a week or more for lack of fish and to be later flooded with a temporary supply greatly in excess of the capacity of the equipment.

Equipment Kept Sterile

Fish received at the factory arrive in perfect condition and the fish hold of the vessel is kept sterile as a result of the process. During the rendering process the odor of the chemical is sufficient to counteract the odor of fish, the chemical vapors present acting to sterilize the rendering equipment. Thus the fish as well as all the equipment at sea and ashore is kept free of bacteria.

Larger Yield of Meal and Oil

In contrast with the yield of meal and oil from partly decomposed fish the yield from the preserved product is substantially greater. Actual tests show that preserved menhaden three days old yields one-third more meal and oil than unpreserved fish of the same age.

The new chemical also has the peculiar property of causing increased firmness in the fish during the cooking process. Fish treated with Aquacide instead of becoming soft on cooking, as might be expected, become firm and sponge-like. This property serves to keep the solids in the press and permit the free flow of oil and water. A further saving is effectuated by the capacity of Aquacide to coagulate proteins, mucilaginous substances, etc., which ordinarily are soluble. Formerly these substances were unavoidably lost at sea in the bilge water of the fish hold and ashore in the factory press liquor.

Products of Uniform Quality

Both the meal and oil produced by the new process are of standard quality and it is expected that general adoption of the process in the menhaden industry will make it possible to guarantee uniform quality in contrast with the present variations in finished products caused by the wide variations in the quality of raw fish used. Based on a large number of tests it has been found that the preserved fish produce meal and oil of a higher quality than the average. Both the oil and meal produced are absolutely free of preservative and it has been found that storage of the preserved fish for long periods does not impair the vitamin potency of the oil or the feeding value of the meal.

New England Development Next

According to word received from Boston, arrangements are being made for preliminary commercial trials of the process in the preservation of cod and haddock livers at sea. Most of the steam trawlers operating out of Boston are equipped with liver cooking equipment but much of this equipment has not been used for a number of years because of the low price of the oil. However, it is expected that the new process will make it possible to preserve the livers on the vessels in small tanks and to render the entire supply at one plant in Boston. At present more than 10 million pounds of cod and haddock livers are dumped at sea on the East coast.

Preliminary work is also being done in New England using the process on haddock fillet waste. In that branch of the industry plans are being made to use the chemical both as a preservative and glue coagulant. By preserving the waste it is expected that a sufficient quantity may be held in reserve to keep a small plant in steady operation regardless of the fluctuations in supply of raw material. At the same time it is expected that the deodorizing effect of the preservative will make the location of the plant entirely acceptable to the health authorities.

According to L. T. Hopkinson, inventor of the process, the rapid commercial development, as well as large-scale verification of laboratory results, have been chiefly due to the cooperation of chemical and engineering companies, producers and buyers of fish meal and oil, various State and Federal Laboratories, and practical and scientific experts in the fisheries. Preliminary trials of the chemicals used at sea and at the plant of The Edwards Company were made under the direct supervision of Doctor Donald K. Tressler of New York Agricultural Experiment Station with the cooperation of I. W. Jackman and J. C. Northam of the Worthington Pump & Machinery Corporation and E. B. Williams and J. C. Thompson of the B. F. Sturtevant Company on the steamer commanded by Captain S. D. Treakle of Fleeton, Virginia.

In the Menhaden Industry the vessels each carry five (5) 5-gallon tins of concentrated Aquacide, a small quantity being added to the fish as the catch is made. In the fish hold the preservative is diluted with sea water to a concentration of from one eighth to one-fourth of one per cent. To avoid carrying a large volume of solution in the fish hold the vessels are equipped with pumps and spray nozzles, the pump on each vessel simply drawing the solution from the bottom of the fish hold and spraying it over the fish continuously.

JULY, 1936

ATLANTIC FISHERMAN

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"Noreen"

Launched at Essex for Capt. Mike Smith

By Gardner Lamson

THE 95 ft. schooner *Noreen*, built for Capt. Mike Smith of New Bedford and the Flag Fish Co. of New York, by Jacob Story of Essex, Mass., was launched from the Story yards on June 24. Mrs. Smith christened the vessel, in the absence of Capt. Smith's daughter, for whom the craft was named.

The *Noreen* measures 95 ft. overall, 20 ft. wide and 10 ft. deep. She is of 120 gross tonnage and is to be powered with a 230 hp. Cooper-Bessemer Diesel engine.

Included in the equipment are a Shipmate range, Ritchie compass, Hyde propeller, and Columbian rope. The winch, fish hoist, gallows, bollards and stern bearing are to be furnished by the Hathaway Machinery Co.

The spars are being stepped and the rigging set up at the United Fisheries Wharf in Gloucester. After this work is finished, the boat will be towed to New Bedford where the Hathaway Machinery Co. will install the engine and the dragging gear.

Capt. Smith was formerly owner-skipper of the ill-fated schooner *Julia*, which was lost last February.

At Essex to view the launching were Capt. William Hayes of the *R. Eugene Ashley*, and Bill LeCasse of New Bedford; Capt. Ben Pine; Capt. Frank Foote of the seiner *Old Glory*; Capt. Manuel P. Domingos of the United Fisheries Co.; L. C. McEwen and Chester T. Marshall of the Cooper-Bessemer Corp.; William J. Crawley, Gloucester caulk; and Capt. John H. Barrett of the gill netter *Joanna*.

St. Peter Fiesta Witnessed by Thousands

The sixth annual religious festival known as St. Peter's Fiesta was held on June 27, 28 and 29. The celebration began on Saturday afternoon, the 27th, with a parade which was followed by an address by the Italian Consul.

On Sunday afternoon contests, games and water sports were enjoyed, and the popular seine boat race was held. This race was won by a crew representing the seiner *Marietta and Mary*, Capt. Sam Giamanco. The nine men pulled the 42 ft. seine boat the mile distance in exactly 4½ minutes, to beat the crew of the *Capt. Drum*, Capt. Tarentino, by a matter of two seconds. The *Salvatore*, Capt. Vito Lucretio, was the other seiner represented, but had to drop out when one of the oars broke.



The "Noreen" hitting the water at Story's Yard, Essex.

On Monday, the final day of the celebration, another seine boat race was held in the afternoon, this race being won by the crew representing the *Capt. Drum*, Capt. Tarentino.

The committee this year, as it has been since the St. Peter Fiesta was started, was composed of Capt. Benjamin Cururu, Chairman, assisted by Capt. Peter Favazza and Capt. Leo Linquata.

Friends of Italian fishermen who do business with them in other fishing ports along the Atlantic seaboard were in attendance, including Cecil Holston of the Old Point Fish Co., Phoebe, Va.; Sol Fass of the Isaac Fass Co., Portsmouth, Va.; Fred Lansburg, of the Flag Fish Co., New York; John Nagle of his own company, Boston; and Eddie Clark from the Commonwealth Ice Co., Boston.

Capt. Clayton E. Morrissey

Capt. Clayton E. Morrissey, who skippered the schooner *Henry Ford* against the Canadian boat *Bluenose* in the international fishermen's race of 1922, died on July 1 at the Cape Cod Hospital in Hyannis a few hours after suffering a heart attack on his boat, *Nimbus*. He was 62.

He had been a skipper since he was in his 20's. Among the ships he captained were the *Joseph Rowe*, *Effie M. Morrissey*, the *Arethusa*, and the *Walrus*, a beam trawler.

Start Frame Work of Sixty-Foot Craft

A 60-foot schooner is being built on the banks of Essex river, for Captain Willis Leveille of Gloucester. William H. Ross of Essex, veteran of Essex shipyards, laid the keel for the new craft early in June and expects to launch her by Fall. Capt. Leveille came here from the Great Lakes area and operates two gill netters.

Booth Company Closes Local Branch

The Booth Fisheries branch at East Gloucester, locked its doors on June 27, upon orders from headquarters at Chicago. The local plant was secured by the Booth Company some 15 years ago for the operation of salt fish business.

Manager Fales has been assigned to the Chicago office of the company. It is his belief that Booth will continue in the salt fish business, moving either to Boston or to one of their Maine branches.

Hub Trawler to be Converted for Halibuting

The 151-ton Boston beam trawler *Dawn* was bought at public auction on June 18 by Roscoe H. Prior of Boston. She was then brought to this port, where she will be converted for dory fishing. Capt. Archie A. MacLeod, now halibuting in the local schooner *Gertrude L. Thebaud*, will be skipper of the converted craft.

Direction Finder Installed

The halibuter *Isabel Parker*, Capt. Robertson, "Strings" Giffen at the wheel, sailed on June 16 on another halibuting expedition to the Eastward, equipped with a Bludworth radio direction finder installed by Tom Thompson, local electrician. The model is one of the new fisherman's type.



Gloucester gill netter "Elizabeth and James", owned by Capt. Gerry Shoares and skippered by Capt. James Parsons, powered with a 4-cylinder, 125 hp. Atlas Imperial Diesel. Capt. Shoares is a large user of Tanglefin netting.

Advertising Will Improve the Fish Business

Stronger Appeal Will Increase Sales

After expressing the opinion that much of the present day fish advertising is out-dated and primitive, Albert Warner Dowling, of Rock Hall, Kent, Maryland, pleads for more tempting illustrations, and goes on to say:

"Every article of food now enjoying national popularity has reached its prominence through advertising. The

foods that have not had a demand built up by advertising (and in this not even the staple foods have been immune) have suffered because a demand has been created for some other food that has been used successfully as a substitute.

With the increase in population it would be natural to suppose that the per capita consumption of fish, surely one of the cheapest of meat substitutes during recent years, would have increased as a result. According to figures available the per capita consumption is approximately four ounces per person per week. This is surely a sad commentary on the state of affairs in the fishing business, and reflects on the backwardness of those who have it in their powers to make the watering industries as flourishing as they should be.

Surely there is scarcity of neither men nor materials. From first hand experience supplemented by reading of reliable authorities and examination of source material, this writer knows that, in more than any other industry hit by the depression, those connected with the fishing industry have suffered most and will be the last to recover unless the problems are given immediate attention. Relief cases have been especially heavy among commercial fishermen. Other branches of the business have suffered accordingly.

A new product on the market, whether it be a carpet sweeper or a tin of spaghetti is put over to the public at the present time by all the mediums available to let consumers and purchasers know that it exists and what it's like. It would be well to begin advertising fresh fish nationally as though a new food were being put on the market.

Use Radio for National Advertising and Have Local Merchants Tie In

The minds of most people, when thinking about fish, turn to the sport of catching them. I believe this is partially true because of the fish education we receive through advertising. Most advertising that the average person reads is about angling, due to the constant advertising by the sporting goods merchants.

The fish industry has failed to take advantage of the radio to educate the masses in regard to the economic and health building reasons for using more fish. I also believe that great interest could be aroused if the broadcasting (via radio) was confined to high class, dramatized "sea stories," via national hook-up.

Throughout the entire time of broadcasting I think the local merchants should take advantage of the radio promotional selling by advertising considerably in a way best suited for their locality. There are many ways this can be accomplished—by direct mail, newspapers, etc.



Truck of Shaw Fish Co., Erie, Pa., which sells and advertises.

Seasonable trends, such as Lent, should be an excellent time to release a gigantic advertising campaign. At present I believe the fish industry takes the Lenten season too much for granted.

The consumption of fish should not be a difficult thing to promote if constantly held before the people, especially the many advantages fish has for

the average person over other foods.—William Schumacher, 5253 Whitaker Ave., Philadelphia, Pa.

A Feminine Vote in Favor of Advertising Campaign

Why not publicize the fishing industry on a larger scale? After all, a great many people do not eat seafood, perhaps because they were never taught how very essential this food is to them.

Notice how much advertising is done by every other industry, which makes their articles more attractive and tempting to the public. I think that if more dealers, institutions, restaurants, etc., could arouse the desire for this "Brain Food" there would be many more people using it.

There are many ways of preparing it and various special occasions to use it such as Lent, when many people are fasting and have the desire for something good and yet inexpensive. During a period like this if there could be more advertising it would be an asset to the fishing industry.

(Miss) Doris Marsh, Brookline, Mass.

Dramatize the Business

There is one thing that is sorely needed in our industry and that is the development of its romantic side. This romance could be developed into a series of human interest stories such as are used to promote other industries. The source of material for such publicity is unlimited, and, if properly used, would go a long way toward making our Nation more fish-conscious and raising the standard of our industry.

T. A. McCrary, McCrary-Motheral Fish Co., San Antonio, Tex.

Retailer Uses Truck to Sell Gold Fish and Advertise

Seventy-five large gold fish of the Carp family, caught in Lake Erie, were intended for decoration at the retail store of the Shaw Fish Co., Erie, Pa., but soon the demand for this specie for home pools caused this concern to make a publicity stunt pay dividends.

A display truck was specially built to house more than 1000 Giant Gold Fish and every provision was made for their health and comfort. A Uniflow Electric Kleen Air Pumping System was installed to furnish fresh clean air to aerate the water in the three large glass tanks. One thousand (1000) Giant Gold Fish in a confined area could not survive without vigorous water aeration.

Away the truck went through Pennsylvania, New York, New Jersey, Ohio, Illinois, Indiana and Wisconsin. A brilliant Neon sign tells the world and sells the fish, which are truly remarkable gold fish, up to 18 inches long and 3 lbs. in weight.

Boston

Two Trawlers Building for Fulham

By Gardner Lamson

JOHN N. FULHAM, owner of the Haskins Fish Company, Boston, and President of the Fish Pier Corporation for the last 15 years, is having two new trawlers built at the Fore River plant of the Bethlehem Shipbuilding Corporation. It is reported they are to be ready for delivery by September.

New Booth Trawler Designed on Maierform Lines
R. P. Fletcher, Jr., President of Booth Fisheries Corporation, has signed a contract with the Bath Iron Works for the building of a modern Diesel steel trawler for the Boston Division. The dimensions of the new vessel will be as follows: Length overall, 146 ft.; beam moulded, 25 ft.; length of water line, 135 ft.; depth moulded, midship section, 13 ft. 6 inches. Power will be furnished by Fairbanks-Morse engines. The vessel is expected to be delivered January 15, 1937.

An outstanding feature in the construction of the new vessel will be the embodiment of the patented Maierform lines of hull construction. Maierform was developed in Germany, being first adopted in 1928 by a Bremen concern for its trawlers. Numerous tests confirmed the practicability of the Maierform system, and it has since been incorporated in many types of ships, including 57 trawlers, most of which operate from European ports.

The Maierform resembles a revival of the old Viking ideas. The main difference in the comparison of the Maierform with the usual form is the rising stem, instead of a vertical one; and the two sloping surfaces of which the forebody consists instead of the usual more or less vertical ship sides.

This shape of forebody has a great reserve displacement which prevents deep pitching movements and improves the seaworthiness and actual performance of the vessel.

The Maierform bow gives a hull easier to drive into a head sea when proceeding at normal speed and a better sea boat when trawling, with a drier forward deck for the fishermen. This permits longer fishing in bad weather and a quicker run to market when loaded.

First Swordfish Arrivals

Boston had her first direct swordfish trips on June 16 when three of the Gloucester fleet landed a total of 103 fish and received 37 and 30 cents per pound, according to report. Another craft, the schooner *Liberty*, Capt. Claude S. Wagner, out of Vineyard Haven, went into Woods Hole on the 15th, landed 19 fish and shipped them to Boston.

The trio in Boston on the 16th were the *Evalina M. Goulart*, Capt. Manuel Goulart, with 33 fish; schooner *Paolina*, Capt. Manuel Rocha, 32 fish, and schooner *Olivia Brown*, Capt. Frank Brown, 38.

The first sizable trip of the year to be landed anywhere, was at Newport, Rhode Island, on June 9, aboard the Boston

schooner *Alpar*, Capt. Charlie Peterson, well known in this port. Capt. Peterson had 14 fish aboard and was reported as receiving 45 cents a pound.

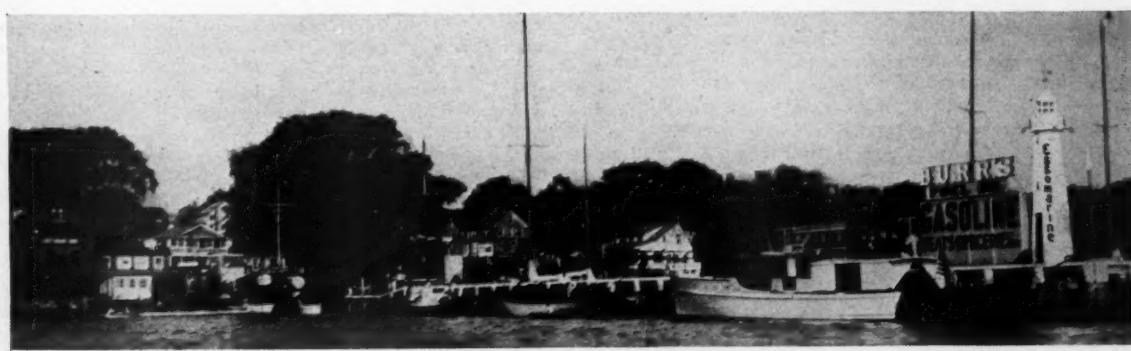
District Managers Watch Fishing Operations

A group of 60 district managers of the General Sea Foods Corporation throughout the United States went to sea on June 25 aboard the company's steamer *Princeton*, under command of Capt. Leo Collins, and obtained firsthand information on how fish are caught, packed in ice and brought to market.

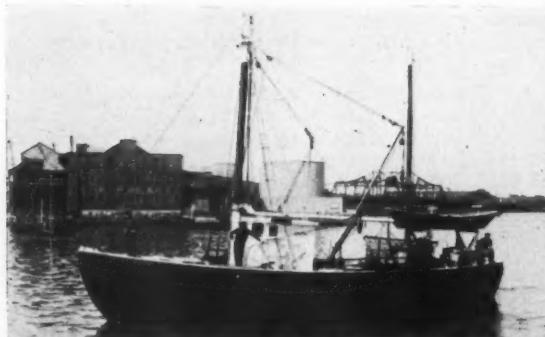
Boston Fish Pier Landings for June (Hailing Fares)

(Figure after name indicates number of trips)

<i>Adventure</i> (2)	209,000	<i>Magellan</i> (1)	45,000
<i>American</i> (1)	55,000	<i>Maine</i> (3)	489,000
<i>Amberst</i> (2)	304,000	<i>Maris Stella</i> (4)	401,000
<i>Andover</i> (5)	430,000	<i>Marjorie Parker</i> (2)	125,000
<i>Atlantic</i> (3)	247,000	<i>Mary E. O'Hara</i> (1)	59,000
<i>Billow</i> (3)	560,000	<i>Mary P. Goulart</i> (1)	34,000
<i>Boston</i> (6)	775,000	<i>Natalie Hammond</i> (3)	154,500
<i>Brookline</i> (3)	383,000	<i>Newcastle</i> (1)	51,000
<i>Cambridge</i> (4)	451,200	<i>Newton</i> (3)	503,000
<i>Comber</i> (1)	156,000	<i>Notre Dame</i> (2)	169,500
<i>Coot</i> (3)	518,000	<i>Ocean</i> (2)	311,000
<i>Corinthian</i> (2)	146,000	<i>Olympia</i> (2)	65,000
<i>Cormorant</i> (3)	353,000	<i>Penguin</i> (2)	337,000
<i>Cornell</i> (1)	191,000	<i>Plover</i> (1)	195,000
<i>Dartmouth</i> (3)	489,000	<i>Plymouth</i> (1)	144,000
<i>Donald</i> (4)	385,000	<i>Quincy</i> (5)	371,100
<i>Dorchester</i> (5)	395,800	<i>Rainbow</i> (2)	111,000
<i>Ebb</i> (3)	382,000	<i>Raymonde</i> (1)	34,000
<i>Edith L. Boudreau</i> (3)	175,500	<i>Rhodora</i> (2)	115,000
<i>Elk</i> (3)	151,000	<i>Ripple</i> (1)	156,000
<i>Exeter</i> (1)	117,000	<i>Rita B.</i> (4)	235,000
<i>Fabia</i> (3)	371,000	<i>Ruth & Margaret</i> (1)	80,000
<i>Flow</i> (3)	367,000	<i>Sadie M. Nunan</i> (4)	201,000
<i>Foam</i> (1)	182,000	<i>Saturn</i> (3)	385,000
<i>Fordham</i> (1)	136,000	<i>Sea</i> (3)	408,300
<i>Gemma</i> (1)	92,000	<i>Shamrock</i> (1)	56,000
<i>Georgetown</i> (1)	104,000	<i>Shawmut</i> (3)	478,000
<i>Geraldine & Phyllis</i> (4)	469,000	<i>Spray</i> (3)	379,000
<i>G. L. Thebaud</i> (1)	82,000	<i>Teal</i> (2)	350,000
<i>Gertrude Parker</i> (3)	272,000	<i>Teazer</i> (2)	93,500
<i>Gossoon</i> (3)	317,500	<i>Tern</i> (2)	311,000
<i>Gov. Al Smith</i> (1)	58,000	<i>Thomas Whalen</i> (5)	387,500
<i>Harvard</i> (3)	502,000	<i>Tide</i> (2)	261,000
<i>Hekla</i> (1)	127,000	<i>Trimount</i> (2)	325,000
<i>Helen M.</i> (3)	157,000	<i>Vagabond</i> (3)	163,500
<i>Illinois</i> (3)	354,000	<i>Vandal</i> (2)	93,500
<i>Imperator</i> (1)	58,500	<i>Venture II</i> (4)	294,500
<i>Isabelle Parker</i> (1)	55,000	<i>Wamsutta</i> (2)	108,000
<i>Joffre</i> (3)	177,000	<i>Wave</i> (2)	256,000
<i>Killarney</i> (3)	279,000	<i>Whitecap</i> (1)	165,000
<i>Lark</i> (1)	93,000	<i>Widgeon</i> (2)	297,000
<i>Leonora C.</i> (2)	139,500	<i>Wm. J. O'Brien</i> (3)	264,600
<i>Loon</i> (2)	428,000	<i>Winthrop</i> (4)	391,000
		<i>Yankee</i> (5)	539,000



Burr's Essomarine Station at New London, Conn.



New York scallop dragger, "Edith", Capt. Johan Mortensen, equipped with a 3-cylinder, four cycle, 75 hp. Wolverine crude oil engine.

Long Island Activity

By C. A. Horton

CAPT. Charles Hanff, of Greenport, a well-known bayman and fisherman, has purchased the shore-front property known as the Ketcham estate, on Sterling Street. The property has a large boat shop and a set of marine railways and for many years was operated by the late W. Ketcham. The newly acquired property which will be the base for a marine contracting business, will be under the trade name of Charles Hanff & Sons.

Boats Repainted and Repaired

At the Greenport Shipyard, Inc., the following fishing boats have recently been hauled out for repainting and repairs: *Emerald*, Capt. Edward Fielder, and *Old Squaw*, Capt. Charles Fournier of Greenport; *Swastika*, owned by Brooks Brothers, Orient; and *Marcia* of Montauk.

Good Pollock Fishing

Capt. Larsen of Montauk, a well-known commercial fisherman, says that pollock fishing is the best at Montauk Point this season that it has been for several years. He made a catch of 25 large pollock on a recent trip, the fish weighing up to 24 pounds.

Transplanting Oysters

The Greenport Oyster Co. has been engaged for more than two months in transplanting oysters. A purchase of 50,000 bushels of seed was made in Bridgeport for sets in Connecticut waters. Other companies located in Greenport have been rushing along the transplanting business.

Southern New England

By Capt. E. B. Thomas

WALTER Libby, well known party boat captain of Clinton, Conn., has taken over a boat yard where he will haul out and repair fishing and pleasure boats and do machine work, including electric and acetetyl welding.

Building Party Fishing Boat

R. H. Stoughton, boat builder of Clinton, is building a 28-ft. party fishing boat of his own design for West Haven parties. The boat is to be powered with a 25-30 hp. Gray engine. Mr. Stoughton has built over 200 boats since 1900.

"Saltesea" Clam Chowder Being Advertised

The Saltesea Packing Co., Providence, R. I., is pushing the sale of its canned "Saltesea" clam chowder in metropolitan areas. The food pages of the New York Times are being used, as well as other publications.

New Shop Added To Oyster Plant

A new shop has been added to the oyster plant of F. Mansfield & Sons, New Haven, Conn. It is a story and a half, 30 by 70 ft., with a large V-shaped bin accommodating 20 cullers on each side of the bin.

Vineyard

Fishing Conditions Sound Encouraging as Told in Rhyme

By J. C. Allen

OH once again 'tis sunny June and July Fourth will come right soon, the fishers fish, the schooners schoon, and everything is fine. New Deal or old, it matters not when days and nights are getting hot and when there's fishes to be caught, there's joy upon the brine.

A survey taken fore and aft among the fleet of fishing craft, will show (this statement is NOT daft) that luck runs with the tide. More fish, more cash and fairer days have been the rule, each venture pays, the bills are paid at pier and ways and there's some left beside.

The deep-legged fleet that runs offshore to chase the sword and albacore, the deep-sea scallop, what a store!, report the luck rides high. For every craft that shows her trucks, draws from her dredge a thousand bucks, at least, and masthead spindle plucks a rainbow from the sky.

While wind and rain and sea and fog played hob with every deep-sea dog who chased the sword in early June and held the figures down. Things broke at last, wide-open too, and every schooner nailed a few along with strength and will to do the whole darned season brown.

In depths, on shoals, and in the sticks they raised the oily mackerel slicks and seined 'em, hooked 'em, stunned with bricks, the leaping striped-backs. And then the blues showed up and drove the mackerel out of every cove and drailers ran so thick they stove each other in their tracks.

The sole the fluke the dab and pug have made the drags a load to lug and brought a grin to every mug among the lads who drag. And prices rising all the time make dollars ring a merry chime; the Silver Standard isn't bad, if you can have a bag.

And so with lobsters, clams and scup and other things all looking up, there's joy and peace in every cup as July comes aboard. And all sea-skimmers shout their praise of this return to happy days and from the ocean, sound and bays, give thanks unto the Lord.

This is the tale; the joyous tale and there is oodles more detail, the handline fishers line the rail and yank in scup and bass. These latter fish run large this year and so indeed it does appear that good things of an older year once more shall come to pass.

'Tis true likewise among the traps, the luck has tacked for them, perhaps, for jumbo butters filled the gaps and swelled the shrunken lay. It is not often that they run for any Vineyard fishing son, but they are here—hail to the fun of this, the better day.

The quohaugs fatten on the sand the lobsters are in high demand the outlook is just simply grand on offshore bank and shoal. And you'll recall that long ago, we told you so, we told you so, so heave and haul and grab the dough, yuh blasted skeptic soul!

Fishing Looks Good

And that's the tale of the Vineyard in this day and date of our Lord. The Wheelhouse Loafer has held taut on yodelling this news to the world for many a week, waiting, checking and comparing notes, figures and statistics on wind velocity, rain-fall and the number of twins being born, until he felt certain that there was no danger of chucking in a scoop-net-full of misinformation. But as matters stack up, they look darned good with a promise of things even better all around and in these latitudes, the gang looks forward with confidence to a turkey in every oven and a Buick in every garage this fall.

Changes in the system are apparent, just as the changes in styles effect the length of the after-leech of a woman's skirt or the sheer of a man's pants. And the popularity of one variety of sea food tilts toward the masthead, while another drops into the bilge, but in the long run, she balances in trim and all is well.



Capt. J. P. Holloway aboard the "Chesapeake".

"Chesapeake" Ready for Oyster Dredging Season

By Sandusky Curtis

WITH the opening of the oyster dredging season in the Chesapeake Bay area the latter part of August, J. H. Miles & Son, oyster dealers located at New Commercial Docks, Norfolk, Virginia, will send to their grounds one of the best equipped dredges in the South—the *Chesapeake*.

The *Chesapeake* is the last word in an oyster dredge, according to Capt. Rufus Miles, and the best of materials have been used throughout.

The boat was built at the plant of Johnson & Cochrane, Crittenden, Va., and is 100 ft. long, with a 25 ft. beam. It is constructed of long leaf pine heart with frames of oak, and has a sixty foot Oregon pine mast.

The vessel is powered with a six-cylinder, 210 hp. Fairbanks-Morse Diesel engine. In addition to the main engine there is a Fairbanks-Morse 32 volt light plant.

The *Chesapeake* is equipped with four dredges, two on each side. A deck hoist, with power furnished from the main engine, handles the dredges aft, while an independent engine handles those forward.

Capt. J. P. Holloway is skipper of the *Chesapeake*, and has been with J. H. Miles & Son for twenty years. Capt. Holloway is especially proud of the pilot house, the interior of which is finished in California red and Gulf cypress, exceptional material for such a boat.

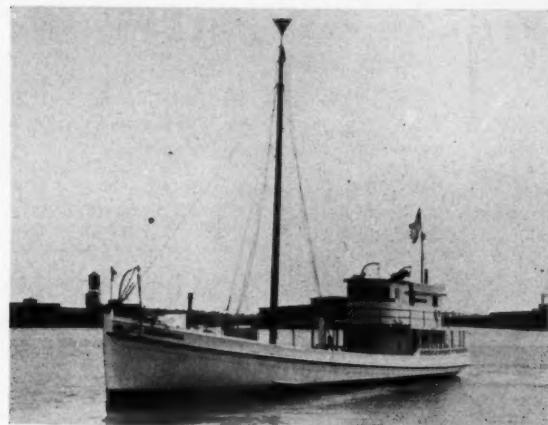
The *Chesapeake* is equipped with a Lux fire system. Two other vessels of the Miles fleet, the *Fisherman* and the *Oysterman*, are also supplied with Lux, the equipment in all boats having been sold by Curtis Marine Company, representatives of Walter Kidde Co., New York.

The galley is furnished with a Shipmate range.

With the flagship *Chesapeake* in operation, the Miles Company is well prepared to enter upon the work of the coming oyster season.

Heavy Sales at Norfolk

Fishing activities are at their height in Norfolk and Ports-



The "Chesapeake", owned by J. H. Miles & Son, Norfolk, and powered with a Fairbanks-Morse Diesel.

mouth with heavy sales locally and increasing demands from out of town markets.

The docks of the Ballard Fish and Oyster Company, shining under new coats of paint, are busy as Ballard Bay boats come in with a variety of fish from the pounds, and elsewhere on the Chesapeake Bay.

Croakers and trout are in the lead in sales bringing a reasonable price.

From Isaac Fass Company in Portsmouth comes reports of landings of boats with large cargoes of fish.

Larger Engine for "Pauline Boland"

W. T. Ashe of Gloucester Point, Virginia, is installing a 180 hp. Cooper-Bessemer, direct reversible engine with sailing clutch in his trawler, the *Pauline Boland*. The installation work is being done at Craig Brothers shipyard in Norfolk.

Maryland Fishermen Encouraged As Crabs Start Coming In

By Edward Bowdoin

CRABS are coming into Tangier and Pocomoke Sounds, tributaries of the Chesapeake Bay, and Somerset County watermen, long discouraged by poor prospects and poor catches, are much heartened. Last winter's freeze caused a higher mortality among crustaceans than had been experienced in a generation.

The crab boats during the last week of June earned good money. With everybody working at fair wages, it is recalled that the "old salts" along the waterfront predicted that signs early in the season this year, when everybody was discouraged, pointed to a good season and they knew their stuff.

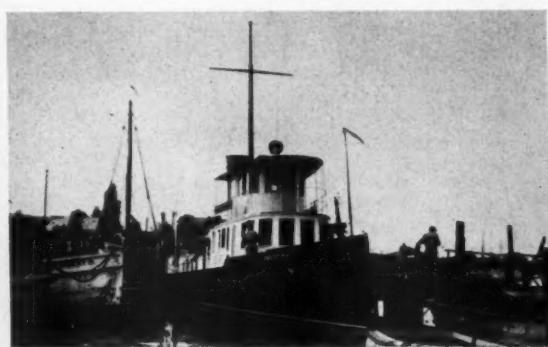
Crisfield has been buying large quantities of crabs from the Sinepuxent bay and from the Western Shore and Virginia, by runboats and trucks. Prices for soft crabs have been good so far this season.

Big Run of Croakers

The tremendous run of croakers or hard heads, off the coast, is the largest in the last ten years. Large schools of them have come into the Chesapeake Bay. This is one species of fish that seems to increase each year and is bringing higher prices and a better demand has increased steadily.

Still Planting Oyster Shells

The State of Maryland with the aid of the Federal Government is still planting oyster shells in the lower Chesapeake Bay. The last week in June, 28,000 bushels of shells were planted at Terrapin Lead near the Virginia line, in Pocomoke Sound. This is giving employment to a large number of watermen and boats.



The "Commodore Maury" at the J. S. Darling & Son Marine Railway, Hampton, Va. Owned by State Commission of Fisheries of Virginia. Recently refinished with Pettit Paint.

Fulton Market Vessel Landings

By L. K. Herzog

FROM the high water mark of 6,535,000 pounds of fish landed during the last monthly period, vessel landings dropped to only 2,901,700 lbs. of fish for this period—May 17 to June 16. With the mackerel moving out of the fishing waters frequented by the New York fleet, landings are getting back to normalcy, as per the following itemization:

Scallops	23,370 gals.	Scrod	35,000 lbs.
Flounders	1,135,500 lbs.	Mackerel	125,200 "
Dabs	16,500 "	Tilefish	203,000 "
Ground fish	990,000 "	Fluke	4,000 "
Haddock	226,000 "	Butterfish	7,000 "
Cod	159,500 "		

Interesting comparison of this year's landings with last year's (for the May 17th—June 16th period), is the following:

2,901,700 lbs. fish landed '36 by 56 boats making 109 trips; average per trip 26,621 lbs.

3,772,400 lbs. fish landed '35 by 73 boats making 160 trips; average per trip 23,580 lbs.

23,370 gallons scallops landed '36 by 20 boats making 30 trips; average per trip 778 gallons.

38,980 gallons scallops landed '35 by 40 boats making 87 trips; average per trip 448 gallons.

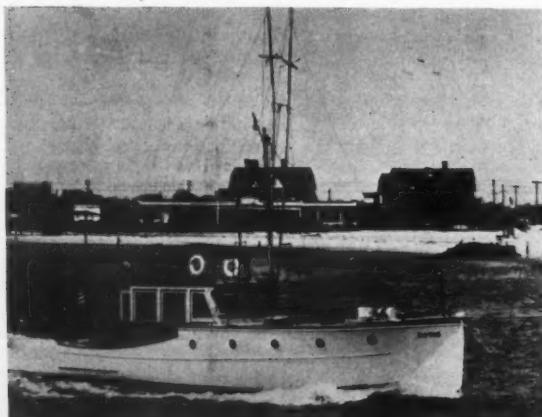
As Fulton Marketeers have been complaining about the small quantities coming in since the mackerel left our shores, it would appear the answer is to put on more boats, as the average landing weight per trip is well above last year's record particularly for scallops.

All's Quiet on the Shellfish Front

Head Atlantan John Matthews reports that the new regulations pertaining to shellfish production have been brought to a successful ending with the writing of the system of shellfish identification on June 26th by the sub-committee.

The present temporary status will continue until September 1st according to Arthur P. Miller, Chief Sanitary Engineer, New York Division of the United States Public Health Service, although the new resolutions will be promulgated immediately and will become effective after that time.

Head Atlantan Matthews believes there is a very good chance for these new shellfish regulations to be adopted by all states, for in their development, the various men having to do with writing these new regulations had such an eventuality in mind and made them sufficiently broad to cover such a situation.



The "Aunt Frances", owned by Rolfe Flyd, Jr., of New York City, and built by Franklin G. Post & Son, Inc., Mystic, Conn. She is 40 ft. by 11 ft. 4 in. by 4 ft. 6 in., and was designed by Nelson and Reid, Inc. She is powered with a pair of Buda 6-cyl. HM-298 gasoline engines driving through 2:1 reduction gears. She has dual controls and all conveniences for deep sea fishing. Batteries are Exide.



The "Lone Eagle", owned by Capt. Roche Sikorski, Cheboygan, Mich., powered with a 110 hp. straight eight Gray engine, speed 11 mph. She is 42 ft. long with an 11 ft. beam and shallow draft. Equipped for fishing pound nets as well as handling deep trap nets.

Economic Studies Bill Vetoed

The bill providing for economic studies in the fishing industry, by the Department of Commerce, market news service, and orderly marketing, was vetoed by President Roosevelt on June 25 because:

"The appropriations of the Department of Agriculture now specifically provide authority for part of the services contemplated in this bill. Considerable work of the character of other services specifically authorized by the bill is now carried on by the Bureau of Fisheries, and such further enlargement of this work as may be satisfactorily justified can be accomplished under general authorization of existing law."

The reasons for this veto suggest two vigorous lines of inquiry: first, to discover what part of the services provided by this bill can and will be given the industry by the Department of Agriculture; and second, what can the fishing industry do to assist the Bureau of Fisheries to enlarge its present work to provide a portion of the services contemplated by this bill.

Continuation of Oyster Advertising Campaign Assured

JUNE 30 saw pledges of \$60,000 which guaranteed the undertaking of the 1936-37 oyster advertising campaign.

At a meeting of directors of the Institute committee held in New York City on June 17, it was voted to raise \$100,000 for advertising, and to proceed if the subscriptions totaled \$60,000 by June 30.

Now, of course, it is necessary to raise the balance of \$40,000, which fact emphasizes the need for increasing the membership. The directors are confident that this can be done, since the campaign last year was successful, and greater interest than ever is now apparent on the part of people in the oyster business.

Director Lewis Radcliffe's office has kept every member fully informed of the progress of the advertising-trade promotion program, set up a credit information department, kept members informed of important legislative matters, advised them of the Institute's cooperation with health departments and other regulatory agencies to safeguard the members and their investments, and has furnished the most recent statistical information.

Cooperation in the oyster industry is necessary in order that the oyster industry may successfully compete for its share of the consumers' dollars.

At the directors' meeting, the following were selected to handle the details of rules governing shucking contests and the staging of intra-state contests to determine the state champion team: for Rhode Island, I. C. Lewis, Chairman; Connecticut, Gordon Sweet; New York, John Matthews; New Jersey, Mac Fowler; Maryland, C. A. Loockerman; Virginia, Lawson Miles; and Florida, George S. Hiles. These contests have a tremendous publicity value.

"Herrmann" Wins Milwaukee Tug Race

A RACE for fishing tugs, the first of its kind ever staged in Milwaukee, was held June 21 in connection with a regatta sponsored by the South Shore Yacht club. Herrmann Brother's Diesel motored *Herrman* was the winner by 12 seconds in the race with five entries covering a four-mile circular course. Charles Braeger's Diesel motored *Frank* Braeger placed second and the *Hawks* took third.

Artificial Propagation

The future of commercial lake trout fishing in the Great Lakes rests entirely on artificial propagation, Capt. R. Smith, Waukegan, Ill., who has been fishing off the Wisconsin and Illinois shores of Lake Michigan for the past 50 years, declared in a letter to B. O. Webster, Superintendent of Fisheries for the Wisconsin Conservation Department.

Capt. Smith stated that before fish hatcheries became a factor he had his crews extract and fertilize trout eggs and return them to spawning grounds and he believed he had definite evidence that this procedure brought results.

Action to Prevent Saginaw Bay Pollution

The Stream Control Division of the Conservation Department of the State of Michigan has made an extensive survey of the Saginaw River and Bay, this work having been continued for more than two years.

This year, as a result of efforts of commercial fishermen, several hearings have been held before the Conservation Department, and definite action is now being taken to prevent pollution of these waters which, it is claimed, has been caused by the output of waste of various industries.

This action is most important to commercial fishermen in this area, who have a big investment here.

At one time, the Saginaw Bay fishing industry gave employment to upwards of 16,000 men. The fish caught were considered of extra fine quality and commanded the top price.

New Tug Joins Fishing Fleet

The *Judith C.*, a new fishing tug designed by Milo Bailey, Detroit and constructed in Kenosha, recently joined the Grand Marais, Mich., fleet. The craft has a draft of two feet forward and six inches astern and a 44-foot keel. It is powered with a 150 h. p. Kermath motor. The tug was constructed by Murray Chambers, T. N. Johnson and John Klipfel in Kenosha.



Schooner "Jewell", owned by S. Felicione & Sons, Tampa, Fla., powered with a 24 hp. Palmer engine and fitted with Wall Rope. She is 51 ft. long. Her captain, Siegar Hanson, is a highliner for snappers and groupers.

Gulf Coast News

"Tossup" in Louisiana

The *Tossup*, formerly of New Bedford, and recently purchased by Lucius Palmer of St. Augustine, is now in Louisiana as are several of the boats in Hardee's fleet. The *Tossup* is powered with a 120 hp. Atlas Imperial Diesel engine.

Capt. John Versaggi's new boat *Fortune*, powered with a 45 hp. C-O is now fishing.

New Boats

Milton Kymos and John Tsagaris, of St. Augustine, have recently launched a new boat, 48 ft. x 15 ft. x 5 ft., for John Fazio who owns a number of boats, among them the *Olympic*.

The *G-Man*, built by Sarris Brothers of St. Augustine and Tarpon Springs, for Capt. John Santos, will have a Superior Diesel and Hathaway winch.

Sarris Brothers have begun building a new 52 ft. boat.

F. B. Walker & Sons, boat builders of Pascagoula, Miss., recently built a 63 x 16 x 6 work boat for New Orleans parties, to be powered with a 200 hp. Atlas. They have started work on a 65 x 16 x 6 ft. work boat to have a 230 hp. Union Diesel engine. Mr. Walker has built nearly all the fishing boats in Pascagoula. He is assisted in business by his three sons.

Biloxi, Miss.

The Williams Bros., Elmer & C. E., Jr., are large shippers of raw stock of oysters and shrimp. They operate 25 boats besides buying from independent boats. Both American and Continental cans are used and their shrimp graders are of Monel Metal.

Advertising Sells Fish

McCrary-Motheral Fish Co., wholesale dealers at San Antonio, Texas, believe in advertising, and distribute at regular intervals 25,000 cut-outs depicting a fish and carrying the word "Today" in large letters. Wherever these cut-outs are displayed, every day is fish day. McCrary-Motheral supply all their customers with these attractive "Fish Salesmen" and urge their general and constant use.

Patapar Lined Cans

Cans lined with Patapar have proved a successful method of preserving the fine flavor of Palm Brand shrimp, a product of the Southern Shell Fish Company of Harvey, La. The Patapar lining covers the inside of the can with Patapar circles on top and bottom. The Southern Shell Fish Co. believes that the lining adds an extra touch of quality to the package.



Palm Brand shrimp packed by the Southern Shell Fish Co., Harvey, La., in a can lined with Patapar.

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BARRELS, TIGHT (for Liquids)

Wooden and Steel

American Cooperage Co., Inc., Maurer, N. J.

BATTERIES

Dry Cell

"Eveready": National Carbon Co., 30 E. 42nd St., New York, N. Y.

Storage

Edison Storage Battery Co., West Orange, N. J.

"Exide": Electric Storage Battery Co., Philadelphia, Pa.

USL Battery Corp., Niagara Falls, N. Y.

CAN MANUFACTURERS

National Can Co., 110 E. 42nd St., New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

*Columbian Rope Co., Auburn, N. Y.

New Bedford Cordage Co., 233 Broadway, New York, N. Y.

*Plymouth Cordage Co., North Plymouth, Mass.

*Wall Rope Works, 48 South St., New York.

*Whitlock Cordage Co., 46 South St., New York, N. Y.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

*Bolinders Co., 33 Rector St., New York, N. Y.

Bromfield Manufacturing Co., 211 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

General Electric Co., Schenectady, N. Y.

ENGINE DEALERS

*Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ENGINE MANUFACTURERS

Diesel Engines

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.

*Bolinders Co., 33 Rector St., New York, N. Y.

Bronander Engineering & Research Corp., Belleville Turnpike, No. Arlington, N. J.

*The Buda Co., Harvey, Ill.

*Cooper-Bessemer Corp., Mount Vernon, O.

Fairbanks, Morse & Co., Chicago, Ill.

McIntosh & Seymour Corp., Auburn, N. Y.

The National-Superior Co., Springfield, Ohio.

*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Ford Conversions and Parts

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Oscar Smith & Sons Co., 3102 G St., Philadelphia, Pa.

Fuel Oil Engines

*Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

(Continued next column)

Fuel Oil Engines, Cont.

Murray & Tregurtha, Inc., No. Quincy, Mass.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

*The Buda Co., Harvey, Ill.

Buffalo Gasoline Motor Co., 1280-1290 Niagara St., Buffalo, N. Y.

*Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

Murray & Tregurtha, Inc., No. Quincy, Mass.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FIRE EXTINGUISHING SYSTEMS

Carbon Dioxide

"C-O-Two": C-O-Two Fire Equipment Co.,

560 Belmont Ave., Newark, N. J.

"Lux": Walter Kidde & Company, 140 Cedar St., New York, N. Y.

FISHING GEAR

*The Great Grimsby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FUEL OIL TREATMENT

*"Lubal": Gustavo Preston Co., 113 Broad St., Boston, Mass.

HARDWARE, Marine

Maine Steel Products Co., South Portland, Me.

Hooks, Fish

"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

*"Creasey": The Cochrane Corp., 17th and Allegheny Ave., Philadelphia, Pa.

"Little Giant": The Micro Corp., Bettendorf, Iowa.

MACHINERY, Marine

*Hathaway Machinery Co., New Bedford, Mass.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 112 State St., Boston, Mass.

NETS AND NETTING

*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

*National Net & Twine Co., 211 Congress St., Boston, Mass.

Pauls Fish Net Co., 1727-31 N. Winchester Ave., Chicago, Ill.

NET ANCHORS

Sebewaing Carriage & Wagon Works, Sebewaing, Mich.

NET BUOYS and LIFTING EQUIP.

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

NET PRESERVATIVES

Cuprinol Inc., 1190 Adams St., Boston, Mass.

Shepherd Chemical Co., Highland Ave., Norwood, Cincinnati, O.

OILS (Fuel, Lubricating, Gasoline)

*"Eassomarine": Penola, Inc., 26 Broadway, New York, N. Y.

Gargoyle DTB Marine Oils for Diesel Lubrication, Gargoyle Mobiloil Marine for Gasoline Engines, Diesel Fuel, Mobilgas; Socony-Vacuum Oil Company, Inc., 26 Broadway, New York, N. Y.

OILED AND RUBBER CLOTHING

D. O. Frost Corp., Gloucester, Mass.

*C. L. Lovig, 601 Main St., Marinette, Wis.

PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.

Geo. Kirby Jr. Paint Co., New Bedford, Mass.

*Pettit Paint Co., Jersey City, N. J.

Edw. Smith & Co., Long Island City, N. Y.

*Tarr & Wonson, Ltd., Gloucester, Mass.

PROPELLERS

*Hyde Windlass Co., Bath, Me.

Michigan Wheel Corp., Grand Rapids, Mich.

PROPELLER SHAFTS

"Monel Metal": International Nickel Co., 67 Wall St., New York, N. Y.

RADIO TELEGRAPHS

Radiomarine Corporation of America, 75 Varick St., New York, N. Y.

RADIO TELEPHONES

*Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

"Marine Household": The White-Warner Co., 491 West Water St., Taunton, Mass.

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REFRIGERANTS

Liquid Carbonic Corp., 3100 S. Kedzie Ave., Chicago, Ill.

SEAFOOD HANDLING TOOLS

Chas. D. Bridgell, Inc., Cressfield, Md.

SHIPBUILDERS, BOATYARDS

Bath Iron Works Corp., Bath, Me.

Bethlehem Shipbuilding Corp., Bethlehem, Pa.

E. Klonaris, Fernandina, Fla.

Peterson Boat Works, Sturgeon Bay, Wis.

SHIP CHANDLERS

*Sherman B. Ruth, 28 Hancock St., Gloucester, Mass.

SIGNALS, Distress

International Flare-Signal Co., Tippecanoe City, Ohio.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

*Railway Express Agency, Inc., 230 Park Ave., New York, N. Y.

WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

WIRE ROPE

Paulsen-Webber Cordage Corp., 26 Front St., New York, N. Y.

It takes a keen eye to spot 'em



A strong arm to iron 'em



and Essomarine to bring 'em in

ALOFT in the scores of sword-fishermen that put out from Gloucester, Boston and Portland—from Montauk, New Bedford and the Cape this time of year—ride the sharp eyes of the fleet.

When they sing out, the striker braces himself in the pulpit. Maybe a swell is making, with the bows down in a smother. He sinks the lily-iron in a big one and the sword streaks off like a torpedo with a 50-fathom warp and a half-barrel buoy tagging after.

Below, the Chief nurses the engine. It's not the slow pull of

trawling, or the heave-to of seining, but cruising that combines both. It's tough on engine lubricants. They've got to stand up for the long drive back to market.

That's why you need real seafaring lubricants—*specially built for the job*. And you get them from every Essomarine dealer. You get, as well, a lower carbon content that means a smooth-running engine. High flash that assures low consumption. More quality at no higher cost. And the greater dependability at sea that brings higher profits in port.

PENOLA INCORPORATED, 26 BROADWAY, NEW YORK CITY, N. Y.



Essomarine Lubricants constitute a complete line for use in steam, Diesel or gasoline engines. They are especially adapted to the needs of the fishing trade. Get them through any of the following major companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company, Incorporated in Kentucky—Standard Oil Company (Ohio)—Humble Oil and Refining Company—(In Canada) Imperial Oil, Limited.

Where to Buy Fish and Shellfish Products

Look up the fish and shellfish products you need. The numbers after the items refer to the companies listed in "Where to Buy" column on opposite page.

ALEWIVES: Fresh/Frozen: 3, 5, 8 Smoked: 8	FLUKE: See Flounders	MULLET: Fresh/Frozen: 8, 13, 15, 29 Salted: 1, 8, 29 Salted Roe: 1, 8 Smoked: 1	SHAD and SHAD ROE: Fresh/Frozen: 3, 5, 6, 10, 11, 29
BLUEFINS: Fresh/Frozen: 17 Smoked: 14	FROGS: Whole: 7, 8, 12, 13 Legs: 7, 13, 23	OYSTER-CRABS: Fresh: 4	SHEEPSHEAD, FRESH-WATER: Fresh/Frozen:
BLUEFISH: Fresh/Frozen: 1, 6, 8, 10, 13, 29	GRAY TROUT: Fresh/Frozen: 6, 10 Dressed: 10 Fillets: 10	OYSTERS: Shell: 4, 5, 7, 8, 10, 11, 12, 14, 19, 20, 22, 24, 28, 29 Shucked: 3, 4, 5, 7, 8, 11, 12, 14, 20, 22 Canned: 19, 24	SHEEPSHEAD, SALT-WATER: Fresh/Frozen: 1, 8
BLUE PIKE: Fresh/Frozen:	GROUPERS: Fresh/Frozen: 1, 8 Fresh Fillets and Steaks: 8	PIKE or PICKEREL (JACKS): Fresh/Frozen: 15	SHRIMP: Fresh/Frozen: 4, 5, 7, 8, 10, 12, 19, 22, 24 Packaged, Fresh/Frozen: 11 Cooked and Peeled: 11 Canned: 15, 16, 19, 24
BUTTERFISH: Fresh/Frozen: 3, 5, 10	HADDOCK: Fresh/Frozen: 3, 5, 25, 26, 27 Fresh/Frozen Fillets: 3, 5, 14, 15, 25, 26, 27 Fresh Sticks: 3, 5 Canned: 23 Salted: 2, 5 Smoked Fillets: 3, 5, 15, 25 Finnan Haddie: 3, 5, 15, 16, 25	PILCHARDS: Canned "Sardines": 15, 16	SMELT: Fresh/Frozen: 3, 5, 15
CARP: Fresh/Frozen:	HAKE: Fresh/Frozen: 3, 5, 6, 29 Fresh/Frozen Fillets: 3, 5, 29 Fresh Sticks: 3, 5, 29 Salted: 2, 3, 5, 16 Smoked Fillets: 3, 5	POLLOCK: Fresh/Frozen: 3, 5, 27 Fresh/Frozen Fillets: 3, 5, 14, 15, 27 Salted: 2, 3, 5, 16	SOLE: Fresh/Frozen: 3, 5 Fillets: 3, 5
CATFISH and BULLHEADS: Fresh/Frozen: 7, 12, 14	CHUBS: Fresh/Frozen: Smoked: 14	POMPANO: Fresh/Frozen: 1, 7, 8, 12, 13	SPANISH MACKEREL: Fresh/Frozen: 1, 6, 8, 10, 13
CLAMS, HARD: Shell: 4, 5, 9, 11, 22 Shucked: 4, 5, 9, 11	CLAMS, SOFT: Shell: 3, 5, 22 Shucked: 3, 5 Canned: 5, 16	PORGIES: See Scup	SQUID: Fresh/Frozen: 3, 10, 14
COD: Fresh/Frozen: 3, 5, 25, 26, 27 Fresh/Frozen Fillets: 3, 5, 15, 25, 26, 27 Fresh Steaks and Sticks: 3, 5 Cheeks, Sounds, Tongues: 2, 3, 5 Canned (Cakes, Flakes, etc.): 2, 5, 23 Salted: 2, 3, 5, 14, 15, 16 Smoked Fillets: 3, 5, 15, 16, 25 Oil: 3, 5 Cod-Liver Oil: 5, 16	HALIBUT: Fresh/Frozen, Eastern: 3, 5, 7 Fresh/Frozen, Western: 3, 5, 7, 14, 15 Salt Fins: 2 Smoked: 2	REDFISH (Southern): See Drum	STRIPED BASS: Fresh/Frozen: 6
CRABS: Hard: 4, 5, 9, 11, 12, 22 Soft: 4, 11, 12, 22 Crab Meat: 4, 8, 11, 12, 22 Canned: 16	HERRING, SEA: Fresh/Frozen: 3, 5, 6 Cured: 2, 5, 16 Smoked: 2, 3, 5, 16 Canned "Sardines": 5, 15, 16, 18 Spiced: 15	RED SNAPPER: Fresh/Frozen: 1, 8, 13 Fresh Fillets: 1, 8 Fresh Sticks: 1, 8	STURGEON: Fresh/Frozen: 5, 6 Smoked: Caviar:
CROAKERS: Fresh/Frozen: 6, 10, 28, 29 Fresh Fillets: 10 Dressed: 10	KINGFISH or "KING MACKEREL": Fresh/Frozen: 6, 8, 10, 13 Canned: 1	ROSEFISH (Ocean Perch): Fresh/Frozen: 15 Fillets: 14, 15	SWORDFISH: Fresh/Frozen: 3, 5
CUSK: Fresh/Frozen: 3, 5 Fresh Fillets: 3, 5 Fresh Steaks and Sticks: 3, 5 Salted: 2, 5, 44 Smoked Fillets: 3, 5	LOBSTERS: Live: 3, 12, 21, 25 Meat, Fresh Cooked: 3 Canned: 16, 23	SALMON: Fresh/Frozen: 3, 5, 7, 14, 15 Hard-Cured: 15 Mild-Cured: 5 Smoked: 14, 16 Canned: 16	TULLIBEE: Fresh/Frozen: Smoked: 14
DRUM (Red Drum): Fresh/Frozen: 1	LOBSTERS (Southern Crayfish): Live: 8, 13, 23 Meat, Fresh Cooked: 13	SARDINES: See Pilchards; Herring, Sea	TUNA, Etc.: Fresh/Frozen: 5 Canned: 16
EELS: Fresh/Frozen: 4, 5 Smoked:	MACKEREL: Fresh/Frozen: 3, 5 Fresh/Frozen Fillets: 1, 3, 5, 14 Salted Fillets: 1, 2, 3, 5, 14, 15, 16 Split Salted: 2, 3, 5, 14, 15, 16 Smoked: 1, 3, 5 Canned: 1, 2, 5, 16	SAUGERS: Fresh/Frozen:	TURTLES and TERRAPIN: Whole: 9, 11, 22 Meat: 11, 12, 13 Canned: 11
FLOUNDERS: Fresh/Frozen: 3, 5, 6, 10, 28, 29 Fresh/Frozen Fillets: 3, 5	SCALLOPS: Bay: 1, 7 Sea: 1, 3, 7, 11, 13, 14, 15, 22	SCUP or PORGIES: Fresh/Frozen: 6, 8, 10, 29	WEAKFISH: Fresh/Frozen: 6, 10
	SEA BASS: Fresh/Frozen: 1, 6, 10, 29	SEA BASS: Fresh/Frozen: 1, 6, 10, 29	WHITEFISH: Fresh/Frozen: 15, 17 Fillets: 14 Smoked: 14
	SEA BASS (Calif.): Fresh/Frozen: 7	SEA BASS (Calif.): Fresh/Frozen: 7	WHITING: Fresh/Frozen: 3, 5, 6, 29 Salted: 2, 29
			YELLOW PERCH: Fresh/Frozen:
			YELLOW PIKE: Fresh/Frozen: 15
			YELLOWTAIL: Fresh/Frozen: 1, 5, 8, 13

Where to Buy

Items on opposite page refer to these producers and distributors.

- 1—Sea Products, Inc., Box 777, Clearwater, Fla.
- 2—Davis Bros. Fisheries Co., 43 Rogers St., Gloucester, Mass.
- 3—Feyler's, Inc. (Rodney E. Feyler), Rockland, Me.
- 4—E. A. Hitchings & Co., Norfolk, Va.
- 5—Portland Fish Co., Portland, Me.
- 6—Old Point Fish Co., Inc., Phoebus, Va.
- 7—Mid-Central Fish Co., 1656 Washington St., Kansas City, Mo.
- 8—Warren Fish Co., P. O. Box 1513, Pensacola, Fla.
- 9—W. E. Horner, Jr., Parkertown, N. J.
- 10—Ballard Fish & Oyster Co., Inc., Norfolk, Va.
- 11—L. R. Carson, Inc., Crisfield, Md.
- 12—Reuther's Sea Food Co., Box 773, New Orleans, La.
- 13—East Coast Fisheries, Inc., 360 W. Flagler St., Miami, Fla.
- 14—F. J. Wurtz, 2019 Seventh St., Bay City, Mich.
- 15—B. A. Griffin Co., 531 S. Water St., Milwaukee, Wis.
- 16—Snow Fisheries Co., 269 Northern Ave., Boston, Mass.
- 17—Hogstad Fish Co., 10-18 West Morse St., Duluth, Minn.
- 18—Seaboard Packing Co., Lubec, Me.
- 19—L. P. Maggioni & Co., Savannah, Ga.
- 20—Narragansett Bay Oyster Co., Providence, R. I.
- 21—E. Jameson & Sons, Jameson's Wharf, Portsmouth, N. H.
- 22—Wm. M. McClain, 231 So. Front St., Philadelphia, Pa.
- 23—Burnham & Morrill Co., Portland, Me.
- 24—Williams Bros., Biloxi, Miss.
- 25—Willard & Daggett Co., Central Wharf, Portland, Me.
- 26—R. O'Brien & Co., 34 Fish Pier, Boston, Mass.
- 27—Cape Ann Cold Storage Co., Gloucester, Mass.
- 28—Globe Fish Co., Inc., Elizabeth City, N. C.
- 29—Isaac Fass, Inc., Portsmouth, Va.

Where to Ship

These companies are in the market for fish and shellfish.

BALTIMORE, MD.

J. J. Lansburgh Co., Wholesale Fish Market.
Ocean Seafood Co., Wholesale Fish Market.

BOSTON, MASS.

Atwood & Co., Administration Bldg., Fish Pier.
R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.
National Fish Co., 126 Atlantic Ave.

CHICAGO, ILL.

Booth Fisheries Corp., 300 W. Adams St.
Holmes Fisheries Co., Inc., 171-173 N. Union Ave.
J. A. Klafin, 209 N. Union Ave.
Robbins, Inc., 362 W. Kinzie St.
Trabert Fish Co., 223 N. Union Ave.

NEW YORK, N. Y.

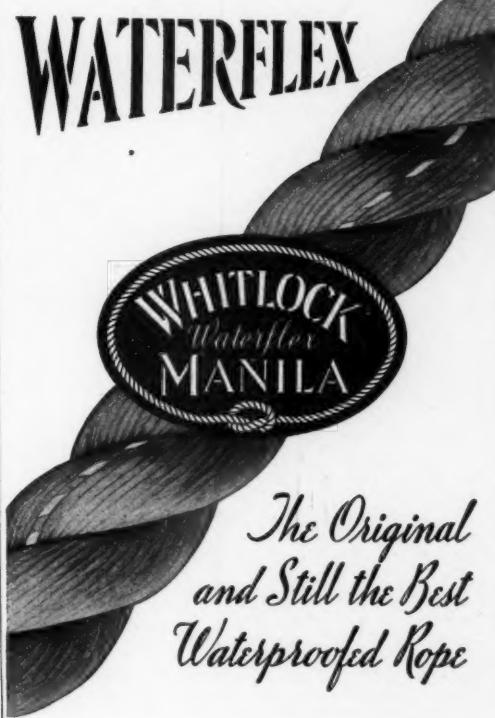
Ackerly & Sandiford, Inc., 8-9 Fulton Market.
Chesbro Bros. & Robbins, 1-2-3 Fulton Market.
Eastern Commission Co., 19 Fulton Market.
Caleb Haley & Co., 14 Fulton Market.
J. J. Hanson, Inc., 6 Fulton Market.
Lockwood & Winant, 4 Fulton Market.
J. Edwin Treakle, 20 Fulton Market.
Wallace Keeney Lynch Corp., 18 Fulton Market.
Frank W. Wilkison, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

W. Carlton Eacho, Water and Dock Sts.
F. P. Larkin, Inc., Dock St. Fish Market.
D. D. Lewis, Inc., Dock St. Fish Market.
C. V. Sparks & Co., Dock St. Fish Market.

WASHINGTON, D. C.

W. Carlton Eacho, Municipal Fish Market.



Thoroughly
water-resisting

Permanently
lubricated

Easy to handle and
splice—wet or dry

Always remains
flexible

Kinking prevented—
Rotting retarded

Not affected by
climatic changes

Lasts longer—
Serves better

Costs no more

WHITLOCK CORDAGE CO.

46 South Street
New York

226 State Street
Boston

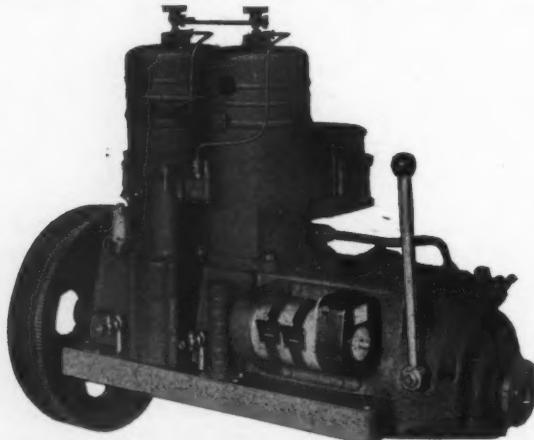


NATIONAL NET & TWINE
Div. of Ludlow Mfg. & Sales Co.
211 CONGRESS ST.
BOSTON, MASS.

**LINEN and COTTON GILL NETTING
SEINE, POUND and TRAP NETTING**

We Strive to Make Tanglefin Netting the Best.
The Quality Goes In Before the Name Goes On.

BOLINDERS DIESELS ARE



Simple and Easy to Operate!



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BOLINDERS COMPANY, INC.

Office and Showroom: 33 RECTOR STREET, NEW YORK, N.Y.

New Brunswick Sees Better Prospects In General Fishing Industry

By C. A. Dixon

INDICATIVE of better prospects in the general fishing industry in New Brunswick this year is the building and purchasing of quite a large number of fine fishing boats by those engaged in line and trawl fishing, and lobster fishing as well. No Spring lobster fishing was done at Grand Manan this year for the first time, and it is expected that fishermen will reap much better results from Fall fishing operations which begin in November.

Satisfactory Fares

John W. Matthews, a veteran fish buyer of Wilson's Beach and one-time captain of Nova Scotia bankers, told the ATLANTIC FISHERMAN representative recently that fishermen from his locality were landing fairly satisfactory fares of fresh fish, including haddock, cod, and pollock as major items, and some halibut, also. Mr. Matthews is buying pollock for salting and drying. The price paid to the fishermen is low, namely four cents each but with a government bonus of approximately two cents each, the fishermen are enabled to make a fair day's pay and pollock fishing has been quite steady since the first week in May. There seems to be a good school of fish in the Quoddy River region, and lately the larger boats of the Campobello fleet, of which eighty-two are credited to the port of Wilson's Beach alone, are now getting good fares of fish on the Wolves Bank situated some ten miles from Campobello in the Bay of Fundy.

Encouraging Reports for Herring Season

There has not been much change in the sardine herring situation for several weeks. Fish continue scarce and the demand is very keen. Prices range from \$7.50 to \$10 a hogshead, the average price per hogshead based on the case rate by the Maine packers, being around \$8.50. Lately more encouraging reports concerning signs of a Summer school of fish have been received. Fish of larger size—mustards and oils—have appeared in the vicinity of the Wolves Islands and Campobello. There are some stringing herring being caught, also. It is expected that catches in Charlotte County will be much better in July and August. Steady fishing has featured several weirs in the West Isles region, particularly the well known structures, Old Partridge and New Partridge. It is said that the latter weir has stocked over \$3,000 while other weirs have caught from \$500 to \$800 worth of fish since spring. Many of the new weirs being built in the county are about completed and some are now ready for the new twine tops and other netting equipment. Connors Bros., Ltd., of Black's Harbor and F. W. Farris & Sons of Fairhaven are getting supplies of fish quite regularly, although not capacity requirements. The Eastport and Lubec boatmen get their share also as does the Sunset Packing Co. of Pembroke, Me. which factory is now being operated by James Abernethy after being closed for several seasons.

Big Sales of Smoked Herring

Cheering reports come from Grand Manan regarding the sales of smoked herring this Spring and early Summer. As high as 35,000 or 40,000 18-pound boxes of smoked fish have been marketed in one month under the control of the local government-authorized Marketing Board. Only a few thousand boxes of cured fish remain in local hands and these will probably be all cleaned up before newly packed fish are ready for the market. Quite heavy shipments of smoked herring in the raw state have featured the selling of the fish to Lubec and Eastport concerns this year.

Herring Scales a Real Money Maker

Money, and quite a lot of it, has been made by Canadian fishermen, especially those at Deer Island, in the gathering and selling of herring scales this year.



Oyster Boat

"MILDRED"
of New Haven, Conn.
powered with a
WOLVERINE DIESEL
which has rendered highly
satisfactory service for 13 years

OUTSTANDING FEATURES of the WOLVERINE in the OYSTER INDUSTRY

Instant Response to Speed or Load Changes

Perfect Control from NORMAL R. P. M. to one-third speed without missing or stalling

Minimum attention needed due to low-pressure fuel injection

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Catalog No. 135 upon Request

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Not all galley ranges are SHIPMATES but most of them are. One of the reasons for this popularity is made plain by the quotation below from a letter dated June 3, 1936:

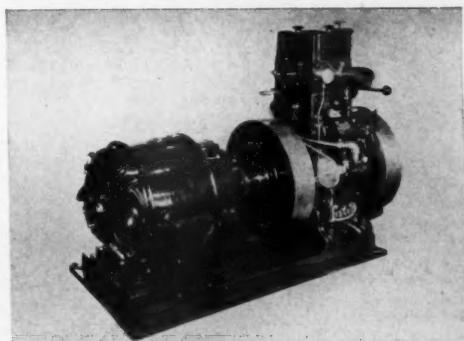
"We have a No. 65 SHIPMATE stove on this unit at the present time which has been here since 1914. The stove has rendered splendid service."

Twenty-two years is a long life for any galley range but it is not unusual for a SHIPMATE.

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Auxiliary generating set consisting of 7 h.p. 1000 r.p.m. Lister engine directly coupled to a 3 k.w., 32 volt Diesel generator.

LISTER DIESEL ENGINES dual compression

Full Diesel 4-cycle, cold starting, marine auxiliary and propulsion engines from 3 to 104 h.p.

Adequate service and skilled labor, and complete stock of parts always on hand. Ask for complete specifications and demonstration.

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263 Northern Ave. At the Boston Fish Pier Boston, Mass.
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Specialists in Diesel Engine and Marine Electrical Repairs

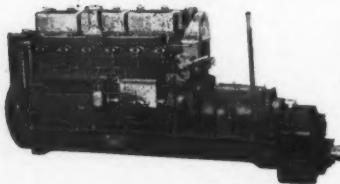
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Add to all this the unusually heavy duty construction for which Buda Engines have always been famous.

Don't buy an engine without getting full details. Let us send you the booklet on "Buda the Choice of the U. S. Navy."

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Marine Engine Division H
HARVEY, (Chicago Suburb) ILLINOIS

BUDA  **MARINE
ENGINES**
the Fisherman

Lunenburg Fleet Completes Second Fishing Trip

By H. R. Arenburg

THE second fishing trip of the 1936 fishing season has been completed by the Lunenburg fishing fleet. The fish of the frozen baiting trip have been marketed and sold at \$5.10 per quintal for the large and \$3.85 for the small. The fish from the Spring trip are not yet on the market. The landings of the fleet to date are as follows:

	Frozen	Baiting	Spring	Total
John H. Mackay, Capt. Crouse	800	1500	2300	
Harriet and Vivian, Capt. Meisner ..	800	1400	2200	
Mavis Barbara, Capt. Creaser	800	1350	2150	
C. J. Morrow, Capt. Cook	600	1300	1900	
C. A. Anderson, Capt. Parks	600	800	1400	
Delawana II, Capt. Deal	500	900	1400	
Haligonian, Capt. Himmelman .....	...	1400	1400	
Beatrice Beck, Capt. Mossman	500	700	1200	
Pan American, Capt. Creaser	500	700	1200	
Mable Dorothy, Capt. Lohnes	400	750	1150	
Maxwell Corkum, Capt. Corkum	400	750	1150	
Progressive II, Capt. Knock	400	750	1150	
Leah Beryl, Capt. Zinc	250	550	800	
Pasadena II, Capt. Walters .....	...	350	350	
R. J. Knickle, Capt. Knickle .....	...	1100	1100	
Mary Hirtle, Capt. Cleveland .....	...	1100	1100	
Isabel Corkum, Capt. Corkum .....	...	...	1000	
Gloria May, Capt. Corkum .....	...	...	500	
Ocean Maid, Capt. Fralic .....	...	...	500	
Total quintals			23,950	

Work Started on New Schooner

Work for a new schooner for Captain Foster Corkum is under way in the shipyards of Smith & Rhuland.

To Engage in Halibut Fisheries

Auxiliary fishing schooners *Marion* and *Rita*, Captain Titus Conrad and *Ruby May*, Captain Harold Conrad, of East La-Have, have sailed for Canso to engage in halibut fishing.

To Patrol Fishing Grounds

The C. G. S. *Arras*, Captain Clement Barkhouse, arrived in port from Yarmouth and sailed for Newfoundland where she will spend the Summer patrolling the fishing grounds and looking after the interests of the Lunenburg fishing fleet.

Recent Arrivals

Schooner *M. W. Colp* arrived from Digby, where she was engaged in the scallop fishing industry.

Schooner *Cachetot III* arrived from Lockeport after discharging her catch of fish at that port.

Motor vessel *Vanabeim* arrived from Ingonis with a cargo of fish for the Lunenburg Sea Products, Ltd.

"Bruce and Winona" Lost

The schooner *Bruce and Winona*, Captain Arnold Parks, was lost in a dense fog on the Newfoundland coast, her crew escaping in their dories, unable to salvage anything.

Yarmouth Men Take Over Fish Firm

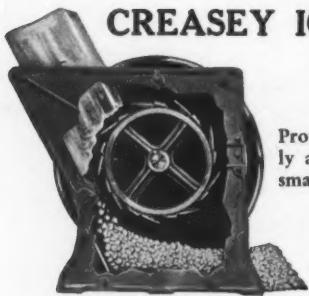
C. D. Cann and A. J. Fraser, of Yarmouth are reported to have taken over the local fish business formerly operated by the J. R. Poole and Co. on the Yarmouth waterfront.

"Bluenose" to Resume Fishing

The Lunenburg schooner *Bluenose*, champion racing fisherman of the North Atlantic fleet, will again enter fishing activity, this time with twin 90 hp. Diesel engines, in order that she may compete with other fishing vessels.

For the past few years the *Bluenose* has been "barnstorming", attending major anniversaries and even crossing the Atlantic to enter races on English shores.

CREASEY ICE BREAKER

Speeds up
Icing Work

Provides plenty of ice, quickly and easily cracking it into small, close-packing, uniform pieces that keep fish fresh. Saves time, labor, space and money.

Write for Catalog
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3169 N. 17th St., Dept. AF-7 Philadelphia, Pa.



James A. Garvey, center, aboard the "Sea Wolf".

DIESEL CARBON SOLVENT
and
FIRE ZONE LUBRICANT

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Lubal, Inc., Columbus, Ohio

Covic Diesel in "Sea Wolf"

A COVIC Diesel engine is giving excellent performance aboard the *Sea Wolf* at Wilmington, Calif. The owner of the boat is James A. Garvey, President of the Covic Diesel Engine Company of Burbank, Calif., American licensees of the Victor Oil Engine Co., England.

The *Sea Wolf*, which is 38 ft. overall, was built 35 years ago, and for many years served as a pilot boat operating out of San Francisco under the name *Freida*. She had no power of any kind until Mr. Garvey bought her two years ago and installed a Covic Diesel. Although it is often difficult to place an engine in a boat not built to accommodate machinery, no important changes were necessary to install the Covic engine, which is a 15-18 hp. unit, developing 15 hp. at 2000 rpm. and equipped with a 2:1 Joes reduction gear.

Due to the horizontally opposed cylinder design and its short length, the engine could be fitted under the after cockpit and put right against the shaft log without requiring any changes in the companionway ladder.

To date the engine has been run approximately 4,025 hours, and we are informed that positively no adjustments have been made. It is electrically started with two small 6 volt batteries arranged in series. It can also be easily started by hand. The engine design incorporates a combination lubricating oil and circulating water pump, which, in addition to the water jacket of the crank case, provides a very efficient system of cooling the oil.

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TIDE TABLES; FIGURES FOR EVERY HARBOR

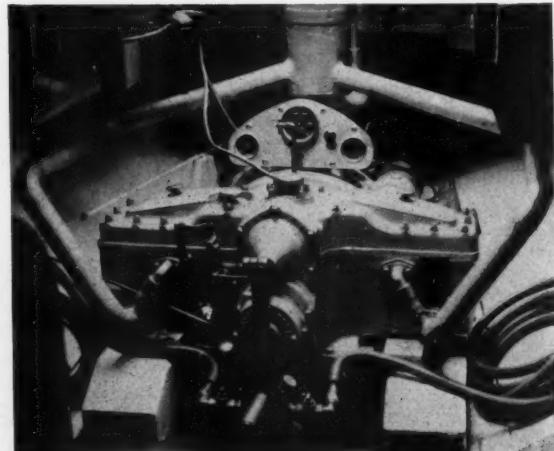
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your boat.

GRAY MARINE MOTOR COMPANY
672 Canton Avenue Detroit, Michigan



Covic Diesel engine in the "Sea Wolf".

Railway Express Aims To Increase Fish Consumption Through Publicity

THE Railway Express Agency has issued a news release for general publication, calculated to promote a better understanding of seafood values, as well as to point out the part Railway Express plays in the important matter of transportation and in supplying fresh fish and shellfish to all parts of the country.

Once men migrated towards food—now food is brought to men. So modern transportation has reversed the natural order which led to all of the great early migrations of mankind, and has made the average man comparatively independent of the sources of food supply.

The Railway Express Agency, through its news release, points out the fact that different sections of the country have distinctly different fish preferences, and lists the species popular in different localities, telling where they come from. The importance of iodine content is stressed, as well as the nutritional value and medicinal qualities of fish, shellfish and fish oil. Reference is made also to nationalistic fish preferences.

To satisfy both sectional and nationalistic preferences literally millions of pounds of fish are transported annually to all parts of the country by Railway Express. But the surface has been no more than scratched. A tremendous educational job remains to be done. The average American housewife knows the names of only a few kinds of fish, and her lack of knowledge locks from her the vast food wealth of the sea. Properly educated, she will use more and more seafood to the benefit of the national health and pocketbook. Express service is so rapid and complete that practically anyone in this country can obtain any kind of seafood in fresh and wholesome condition.

In the Interests of Canners

THE American Can Company has just released for the use of Home Economists, a new profusely illustrated booklet entitled "More About Canned Foods for the Home Economist".

This booklet gives facts about 25 canned foods which will be helpful to the Home Economist in teaching her students a greater appreciation of canned foods.

15,273 Home Economists form an important link in educational work among those whose position and influence are responsible for a greater appreciation of canned foods by the consumer.

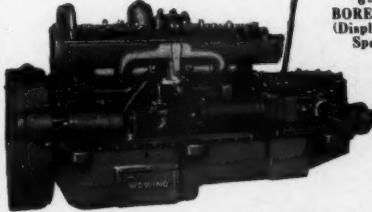
The book bears the seal of acceptance of the Committee on Foods of American Medical Association. In addition to featuring canned foods, it provides information about the tin can, what it is, how it is made, why some have enamel linings and the standard sizes in which cans are made. All these facts are of help to the Home Economist in teaching her students how beneficial canned foods are in everyday meals.

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STERN BEARINGS

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RED WING "HIAWATHA" 52 85 H. P.



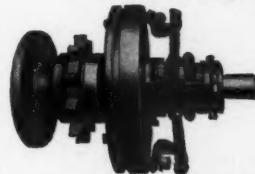
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BORE 3 3/4" STROKE 4 1/4"
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Speeds to 3000 r. p. m.
With or Without Reduction Gear.

A substantially built engine for the high speed runabout or medium sized cruiser; of the most modern design and equipment, selling at a popular low price.

18 other gasoline models 4 to 125 h. p. Also Diesel and Fuel-Oil models 35 to 200 h. p. Write for new catalog matter.

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37 ft. x 10 ft. Palmer powered party boat, \$800. 65 ft. x 16 ft. freight and passenger boat, oil powered, like new, \$7,500. 58 ft. x 15 ft. auxiliary sardine smack, schooner rigged, \$1,800. 62 ft. x 15 ft. 6 in. auxiliary fishing schooner, oil powered, \$4,000. 65 ft. x 21 ft. x 6 ft. oyster fishing schooner \$3,000; and many others. Friendship sloops all sizes. Marine engines, reconditioned, all sizes; both gas and oil. Reverse gears, propellers, etc. Write us as to your requirements. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

FOR SALE

One 40 hp. Red Wing engine with reverse gear and one 60 hp. Fairbanks-Morse Diesel engine. Both in good shape. C. Tringali & Sons, Boat Builders, East Boston, Mass.

FOR SALE

Trap boat, two buildings, 3 floating 16 fathom traps, 2 new 16 fathom traps, 3 long leaders. All the necessary gear to fish three complete traps. Entire outfit for sale for \$4,000. Write Box FP, ATLANTIC FISHERMAN, Goffstown, N. H.

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Scallop dragger—52 ft. x 16 ft., 90 hp. Diesel. Boat and engine thoroughly rebuilt. Fully equipped with 9 ft. dredges. All auxiliaries completely overhauled. Ready to go to sea. At a bargain. Capitol Marine Motors Co., 30th Street and East River, New York, N. Y. Telephone: Ashland 4-7844.

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A used model FM 5½ x 6½ Sterling engine, preferably 6-cylinder but could use 4, for parts only. Write Box RY, ATLANTIC FISHERMAN, Goffstown, N. H.

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"FLOW" brings 'em in!

1936 landings at Fish Pier
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The "Flow" has used Western Electric Radio Telephone since 1932. Last year, in 32 trips, she brought in 5,227,000 lbs. Month after month, she ranks well up among the leaders at Fish Pier. Of course Radio Telephone doesn't do it all—but it does help. Ask skippers who use it!

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